

Highway and Auto Dope

AUTOMOBILE NEWS

Traffic and Tourist News

MOTOR CLUBS AT VARIANCE

Work of Two Automobile Associations Explained; Purpose of Each Given.

Missunderstanding seems to have arisen with reference to the plans of the two national associations of motorists and Judge Richard H. Lee, president of the National Motorists association in a very emphatic statement denies that there has ever been perfected an amalgamation or consolidation of N. M. A. with any other association.

Some months ago an effort was made to weave into one national body, the N. M. A. and the A. A. A. but it was found that the interests of the individual motor car owner would be best served through the continuation of the separate organizations. While the objects and purposes of the two associations are practically identical, the policies and practices are diametrically different and the officials of clubs supporting N. M. A. principles on May 29, 1924 reorganized and incorporated the National Motorists association which had been a voluntary organization since its inception on June 19, 1922.

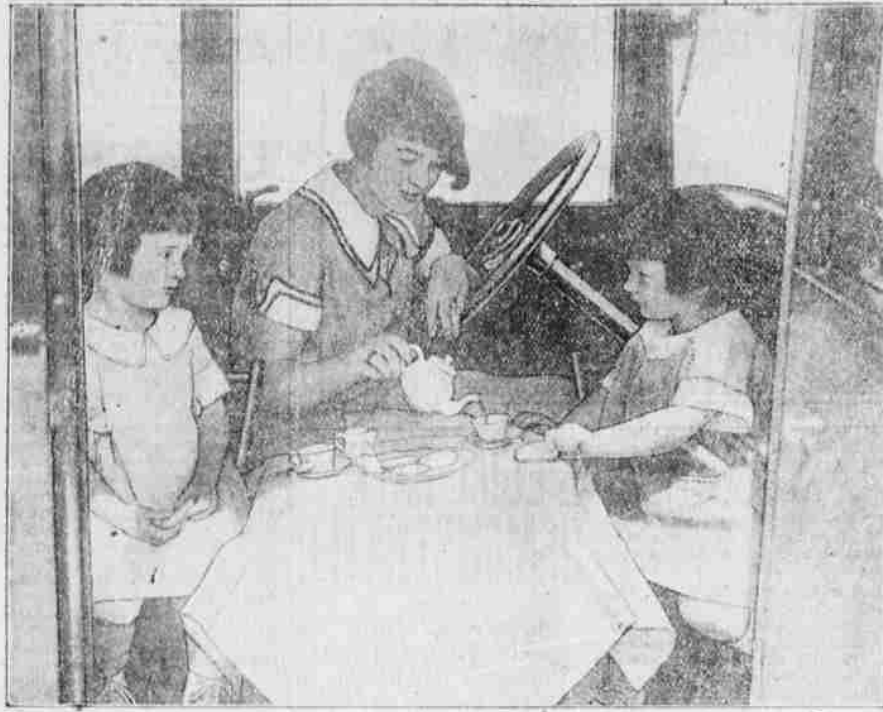
N. M. A. was founded following

the withdrawal from the convention of the A. A. A. in St. Louis on May 19, 1922, of clubs and associations representing twelve states and over two hundred thousand individual members. This break resulted from a reputed violation of the A. A. A. constitution and by-laws for the purpose of seating contested delegates friendly to the then-reigning powers. The reason for this split has always been a mooted question having been the subject of considerable dispute between these two associations.

Founded as N. M. A. was on fair dealing to all and with no commercial issue to become involved, the association merited and received the cooperation of every non-commercialized automobile club. It grew by leaps and bounds and it was recognized as a real service rendering institution. It heeded voice to the golden rule to "Make friends—not enemies—to build up and not tear down." Vituperation and mud-slinging was not tolerated. It planned and enforced a most constructive program for the motor car owner. Following the annual convention of N. M. A. at Washington in November 1923 some of its officers having become imbued with the idea that the two associations should amalgamate, attempted to negotiate for the association on a basis which was considered detrimental to the best interests of its constituent units and as a consequence a wave of protest arose.

The N. M. A. officials who did not concur with the minority in their opinion relative to the amalga-

A Motor Tea Room



tion together with many of the member clubs decided to continue with the association and carry on the good work it had started. The others joined the A. A. A., the president of which association has justified the existence of N. M. A. through his admission that "The rivalry between the National Motorists association and the American Automobile association during the last two years has been distinctly beneficial. It has stimulated a progressive interest in motor touring problem that would never have been attained in any other way." Judge Lee says "This country is sufficiently large to necessitate the existence of at least two national organizations of motorists providing each is sincere in its purpose and is actually rendering efficient service."

It is a prerequisite to club membership in N. M. A. that the applicant association be organized on a non-profit basis and entirely devoid of every taint of commercialism. It must be rendering emergency road service, legal, touring and legislative bureau services. Members of N. M. A. are assured of service in every state in the Union and almost every province in Canada. There are but few automobile associations that refuse to recognize N. M. A. membership cards or render the same service on their presentation as they do to their own members. Each N. M. A. unit is pledged to courteously receive and advise every motorist whether a member of an automobile club or not.

Many of the largest and better organized automobile clubs in this country are members of N. M. A. and in territories where fully functioning associations do not at present exist N. M. A. is organizing the motorists on a statewide basis. This association expects to have every state in the union so organized before many months. Inasmuch as its plan provides for the

installation of official garages, hotels and information bureaus, the trouble and annoyances with which the tourist is at present beset will be reduced to a minimum if not entirely eliminated. The course of touring today is the existence of the "open" garage where motorists are gouged on repair costs, the unscrupulous constabulary and justices who maintain speed traps and the various other types of vultures who are preying on the public. The N. M. A. shield signs which will be honey-combed throughout the entire country along every main traveled highway will be a guarantee of safety and honesty to every motor car owner.

The activity of N. M. A. in connection with the recent non-stop drive over the Magnolia route has been the subject of much favorable comment. The chairman of the executive committee of the Mississippi branch of N. M. A., A. W. Lang of Gulfport, Miss., was chairman of the steering party a Studebaker touring car and drove from Gulfport, Miss., to Chicago, Ill., a distance of about eleven hundred miles in forty hours actual driving time. This was but a few hours slower than the best time made by a crack Illinois Central train between these termini.

The N. M. A. in conjunction with the National Highways association is sponsoring a gigantic motorcade this fall from Chicago to the Southland. Reservations thus far made exceed one hundred seventy-five cars which will leave in this caravan. The route to be followed will be south through Indiana, crossing into Missouri from Cairo at Birds Point thence over the Mississippi River Scenic highway through Arkansas to Memphis, Tenn. At this point the caravan will be divided into two sections. One continuing south through Mississippi to Gulfport. The other east over the Bankhead highway

Runaway Escapes Jail.

ROSEBURG, Ore.—August News-ton, aged 14, son of Mrs. E. D. Johnson of Portland, today escaped from the city jail where he was being held in a runaway, but was recaptured a short time later. Some

person left a two-by-four outside the jail, and the lad jolted it thru and used it as a lever to bend the bars sufficiently to permit him to slip through. He was found lying near the railroad track waiting for a train to pull out.

The lad ran away from home in May and was picked up here. He was arrested again last week on a second runaway from home. His mother, who is ill, asked that he be held in the city jail until she recovers and can come for him.

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No. 19

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