

The same traction conditions apply to both as far as economy is concerned. After all we have no hesitation in stating that there is no service in the city which can not be more economically done by power traction than by draft animal.

AMATEURS ENCOURAGED TO ENTER AUTO SPEED TRIALS

Will Be Placed in Separate Class, But Will Not Exclude Professionals From Any Event.

Not since the early days of automobilism—say, in the early nineties—has the matter of amateurism been a live issue in motor vehicle circles. Its revival at the present time, while unexpected, is natural enough. It was not to be supposed that amateur drivers who, after all, are in a majority, would continue indefinitely to rest passively in inconspicuousness, or endure the sight of professionals and semi-professionals monopolizing races and all other competitions.

The only reason the matter has lain dormant so long is that automobilism, while a sport, is much more than this. Or, to put it another way, the sporting aspect is only one of many aspects. The professional driver is, of course, one who devotes his entire time to handling and looking after a car; and, also, as a matter of course, he becomes more expert and more proficient than the motorist who drives as a recreation or at odd times.

It is equally natural that the amateur driver should finally become tired of forever being ousted from the limelight by the professional. So long as he drives at all, he dreams of participating in and attaining success in contests of some sort; and, as the superior expertness of the professional makes it a foregone conclusion that the latter will be successful when pitted against the amateur, it is only a question of time when the matter of separating the classes would come up again.

There have been amateurs in the Vanderbilt races of the past who were almost as good as the Lancias, the Hemerys, the Nazaros, etc., and where they were concerned, the fact of being amateurs added an additional halo to their brows. But to exclude professionals from such a race as this, to bring the class of driving down to the amateur level, would be absurd. Nothing of the kind is really intended by the organizers of these two new associations. There is just a natural disposition to give amateurs—themselves—a chance to figure in competitions of the future. As such it is a commendable desire, and the outcome will be watched with a great deal of interest.

tion of licensed dealers in Los Angeles, all licensed cars were withdrawn from the races where unlicensed cars were entered. This made it necessary for the Cole "30," an Indianapolis car, to either remain out of the contest or enter against big high-power cars of the unlicensed class. Having unbounded confidence in our car, we entered it with the big cars and the result was a victory far greater than would have been possible had the Cole been entered with light cars in its own class, as we were successful in winning second place in two or three important events.

Not only have the dealers of Los Angeles made it a point to discriminate against the unlicensed car in this instance, but on account of their influence with the press, very little mention has been made of the victories of the unlicensed cars. It is quite natural, therefore, that the impression should prevail that there was "nothing doing" or being done, excepting by licensed cars.

It is to be hoped that the action of the national contest board will put a stop to such unsportsmanlike actions on the part of other associations this year.

The manufacturers of the Cole "30" are bringing out a second racing car and it is their intention to enter both cars in the season's events, and they hope to prove by actual results, that the car is entitled to associate with the best of cars. They will also enter one or more cars in the Glidden and other tours.

NATIONAL RECORDS WIN.

Stock Cars on Track Show Real Merits of Machine.

The public mind has always placed the National car in the exclusively high-priced class. In fact it has always sold at a high price until this season, when its production and marketing field were extended. A few large cities have taken the entire output in the past.

The 40-50-horsepower National gained a big reputation for itself in its race track and hill climbing victories during the year and twenty-six firsts and thirteen seconds were won. To prove its supremacy over competitors it broke all world's records for distances up to twenty miles, making twenty miles in 16 minutes, 18 4-10 seconds. This model is not a racing car, nor were any of the cars entered specially built, as all Nationals of this model were alike. They were entered in these contests merely to demonstrate their strength, power and durability.



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