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AUTO SECTION.

RACING HAS GOOD POINTS

SPORT HAS BEEN OF BENEFIT

**SO-CALLED "SPEED FANATICS" CREATE
BETTER DRIVERS AND CALL AT-
TENTION TO THE NEED
OF THE ROADS.**

The public must now realize that automobile contests are in their infancy. However, the most expert men in the business can not tell what turn the sport is going to take next. The whole manufacturing world is divided on the subject of racing. One maker says the sport is of no benefit to the industry; another says it helps more than anything else. Some favor a speedway, but urge the importance of practical contests.

Racing undoubtedly has a very material function in mechanical progress. It develops the art of driving specifically and executive ability broadly. It has a great human interest, which will not and should not be suppressed. It is undoubtedly the supreme test for one thing, and its excitement and interest have proven of such a nature as to draw the biggest crowds ever seen at any sporting event. The road race naturally stimulates the strongest efforts of the designer, the draftsman and the manufacturer.

To continually improve the result to the limit of skill is to gain for the factory and the industry. Healthy growth and development can, however, proceed on no other than rational lines. The members of the Association of Licensed Automobile Manufacturers have done much to encourage rational contests and keep them within proper bounds.

Highways Not Proper Place.

Recently in various parts of the country challenges to speed and endurance contests on the public highway have been issued. Wherever such contests involve a violation of the village, town, city or state speed laws, obviously they should not be tolerated. The inhabitants of the territory passed through at an illegal rate

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Such short-sighted affairs can only tend strongly to precipitate contemplated adverse laws in the form of bills proposed in the various state halls of Legislature, or, unhappily, to defeat the passage of such liberal legislation as may have received some encouragement.

It is impossible to foretell what may be the result of any "cross-country" road race at speed. It is difficult to run a race in which speed is not used, no matter how the driver may be limited in action. Invariably speed laws will be broken.

Let us consider the worst effect of all. Motorists in this country, assisted by a good many other people, are doing their utmost to get good roads appropriations through state legislatures and Congress. The violation of speed laws can only alienate friends in this field and prevent the making of new ones. It should only be necessary to recall to any forgetful mind that good roads are largely the sine qua non of motoring.

Road Race Plan.

If road races must be run, a twenty, thirty or forty-mile course should be arranged for by consent and according to law; and be properly protected and policed during the conduct of the race. Doing anything else is worse than unkindness to a dumb animal. The automobile can easily survive conflict with its legitimate enemies. Nevertheless it should be protected as much as possible from its unwise friends. Many of the members of the Licensed Association have constantly supported sensible contests and will continue to do so. Incidentally, special challenges are seldom justifiable. There are opportunities enough to race on properly guarded courses in due observance of law.

A reliability contest, of not more than a day's duration, over recognized automobile thoroughfares, conducted by promoters who obligate themselves that speed laws will not be violated (safeguarding this obligation by proper controls), can result in the fair promotion of

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A reliability contest, of not more than a day's duration, over recognized automobile thoroughfares, conducted by promoters who obligate themselves that speed laws will not be violated (safeguarding this obligation by proper controls), can result in the fair promotion of the sport, and in properly testing out new models for manufacturers, particularly when such contests are held under difficult road conditions. A notable case in point was the contest held between New York and Boston this month, the controls being so well placed as to make it practically impossible to exceed the country speed laws of twenty miles an hour.

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