AVOID IRRATIONAL RUNS

AUTO OFFICERS SEEK PEACE

NATIONAL LEADERS OF MOTOR GAME URGE CARE IN CONDUCT OF CON-TESTS ON ROADS TO PRE-VENT TROUBLE.

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
nowbenefit 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.

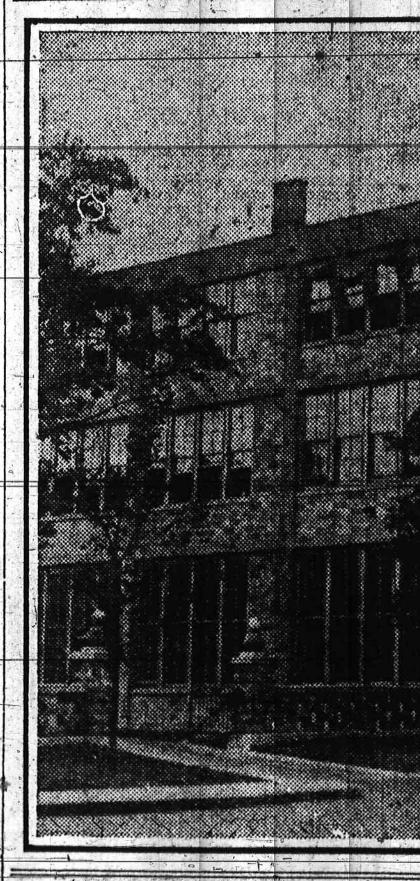
Stimulates Efforts.

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.

Recently in various parts of the country challenges to speed and endurance contests on the public highways 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 of speed may very reasonably have a fellow which may very possibly record itself in positive legislative action. Which was a fair-

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Adverse Laws,

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. There was an instance of the last mentioned kind in a state near by recently.

It is impossible to foretell what may be the result of any "cross country" road race at speed. It is dimenit 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

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A reliability contest, of not more than a day's duration, over recognized automobile thoroughfares, conducted by pro-moters who obligate themselves that moters who obligate themselves speed laws will not be violated (safe-guarding this obligation by proper controls), can result in the fair promotion of the sport, and in properly testing out new models for manufacturers.

ROBERTSON ACTS AS IF INSANE

Saves Monkey Wrench, but Throws Nuts and Bolts

Julian Street, the writer, in his "Modern Mercuries," a story of racing drivers, tells this typical incident of George Robertson, winner of the Vanderbilt cup.

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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 autoing.
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 po-locd during the conduct of the race. Doing anything else is worse than unkindness to a dumb animal.

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Should Be Protected.

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"He stepped over to his car and picked up a handful of nuts and bolts."

"See these? That's what we throw."

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