

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 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.

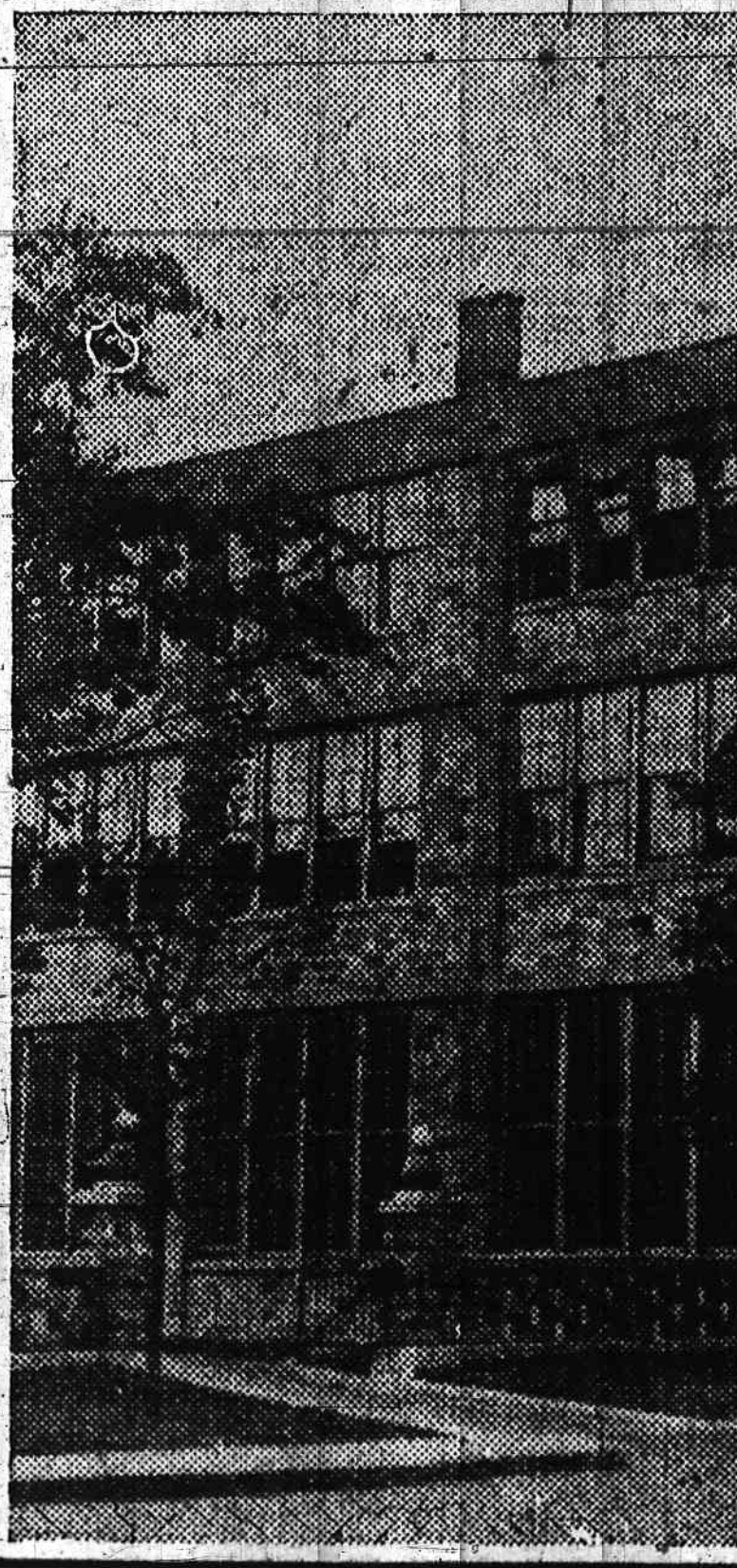
Stimulates Efforts.

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 feeling of bitter and retributive resentment, which may very possibly record itself in positive legislative action, which will oppress the 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 forecast 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 will not only alienate friends in the field and prevent the making of new ones, it should only be necessary to recall to any thoughtful mind that good roads are largely the direct out of spending.

It would seem that to run a road race at 100 miles an hour should be regarded as the common and accepted way of doing things. The fact of the matter is that the proper appreciation of the race, being something that is known that cannot be done in a short time.

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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.

ROBERTSON ACTS AS IF INSANE

Saves Monkey Wrench, but Throws Nuts and Bolts.

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

"Big, solid, sunny George Robertson, who looks as though nothing could move him, is nevertheless, a very high strung driver. In a race I have seen him acting like a raving maniac. He has been known to strike the men in the supply pits when they did not stand clear enough to suit him. He absolutely ignores and gives no thought to the fact that he is forcing his car to the utmost all the time, which is pretty near the truth. Some time after the Vanderbilt race a friend told me that Robertson had turned a monkey wrench at another fellow who deliberately tried to slow him down.

"The next time I saw him I spoke of this story.

"Robertson smiled broadly at me, and nothing more. He seemed to take it as a joke. But he was a monkey wrench at another fellow who deliberately tried to slow him down.

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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 policed during the conduct of the race. Doing anything else is worse than unkindness to a dumb animal.

Should Be Protected.

The automobile can easily survive only with its legitimate enemies. Never should it be protected as much as it is now. The members of the Association of Licensed Automobile Manufacturers have done much to encourage rational contests and keep them within proper bounds.

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"The next time I saw him I spoke of this story.

"Robertson seemed incensed at such a trifling tale. He denied it vehemently.

"What? Me? Me throw a monkey wrench at any one? Well, I guess not!

Do you think I'm crazy?"

"No, no, George, I said peacefully, I only asked.

"Why," he continued, "I might need my monkey wrench more than any other fellow. Throw it away? Not me!"

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

"What then? That's what we throw. They are just as good as a wrench and we can't lose 'em."

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