ROAD RACES HURT TRADE

ANTAGONIZES LEGISLATION

EFFORTS FOR BETTER HIGHWAYS ARE
CRIPPLED BY SPEED CONTESTS,
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s, thus g and Massachusetts Highway Commission, which was directly aimed at the endurance run from New York to Boston last Thursday, has caused the public to discuss endurance runs and road races. Some of these discussions have been very unfavorable to automobile contests, but it should be said that the whole racing and contest fraternity should not suffer for the actions of one or two frenzied drivers in this last contest.

There is no one better qualified to speak on automobile contests than A. E. P. Chalfont, general manager of the Association of Licensed Automobile Manufacturers, who has the following to say on road races and legal speed:

"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.

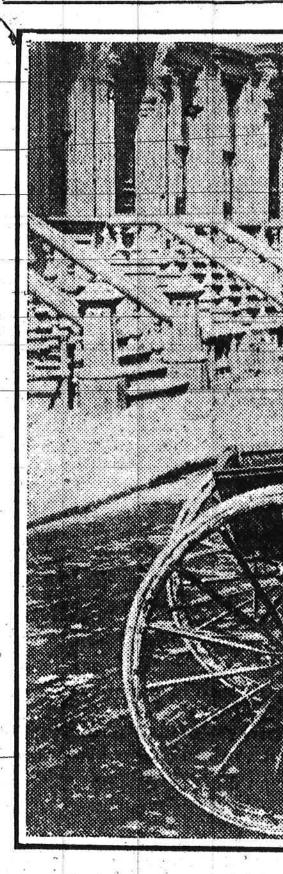
"The whole manufacturing world is divided on the subject of racing. One maker says the sport is of no benefit to the industry; another says it helps more than anything else. Some favor a speedway, but urge the importance of practical contests.

The Function of Racing.

"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

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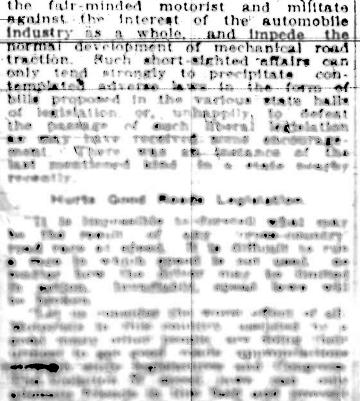
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can, however, proceed on no other than national lines. The members of the Association of Licensed Automobile Manufacturers have done much to encourage national contests and keep them within

proper bounds.

"Recently in various parts of the country challenges to speed and endurance contests on the public highways have been issued. Wherever such con-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-minded motorist and militate against the interest of the automobile bills proposed in the various state halls of legislation or unhappily to defeat the passage of outh literal legislation many of the same of the had providenced bland has a state acceptor





be necessary to recall to any forgetful mind that good roads are largely the sine qua non of motoring.

"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. ing anything else is worse than unkindness to a dumb animal. The automobile easily survive conflict with legitimate - enemies: Nevertheless should be protected as much as possible from its unwise friends. Many of the members of the Licensed Association have consistently 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 con-trols), can result in the fair promotion of the sport and in properly testing out new models for manufacturers, particularly spen such contests are held under dimcult field conflitions. A notable chaoting Yes and Beston this month, the controls the ly length to exceed the country

COMPRESSED AIR PLATE TERES

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Hurts Good Roads Legislation.

"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, 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 allenate friends in this field and prevent alienate friends in this field and prevent more—it's going to be driven by compressed they will the making of new ones. It should only air—air from a Goodyear air bottle. the midd

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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 (safe-suarding this obligation by proper controls), can result in the fair promotion of the sport and in properly testing put new models for manufacturers, particularly when such contests are held under difficult road conditions. A notable case in point is 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."

COMPRESSED AIR PLAYS TUNES.

When the inspiring strains of the circus bands cause the spirits of young America to rise, and visions of elephants, lions and tigers flash in kaleidoscopic pictures before his entranced vision, the pride of the United States remembers the famous steam calliope which this year will not snort and roar and hiss with escaping steam. The steam calliope is no more, but the children will still be lured on by the spell of its weird tunes, for it isn't going to be a steam calliope any

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