

tion to body lines, from chassis to steering assembly and brakes, from ignition to tires, it has been the speedway that furnished the grueling test, marking impartially those that would succeed and those that would fail. It is the great testing ground.

Racing is a hazardous sport. Everything that makes for safety of a driver, makes for lasting safety of the average motor car driver. When a driver eliminates a hazard for himself, he performs a greater service for humanity.

A few years ago the American Automobile Association in the interest of safety to the public and to the drivers, limited the size of motor power plants. They pointed out that the future lay not in who could build the most powerful engine, but in making the less powerful engine more efficient.

The world watched the result. Engine designers were capable in less than a year in refining that motor until it was capable of producing the same speed. Since that time every old record has tumbled, and many successive records have been swept away as new speeds were attained. More actually had been contributed to motor design than in the entire history of motor building.

The reaction of motor car builders to the tests of racing has been not only sure but immediate. The big car—the heavy voiced, thundering juggernaut of a surprisingly few years back has disappeared. A smaller motor, more efficient, better built, subjected to fewer mechanical faults has been the result. Such motors have set a new standard. Cars are now being built for a period of years, rather than for a season or two as before. New cars will be just as revolutionary in their influences as the previous changes have been. They

will be lighter, more economical and finer built. The demand will not be so much for power, but more certainty, not so much weight but better design.

It is particularly significant to see what these new cars will do in competition, and people who witness future races should duly appreciate the value of the thing that is being worked out for the benefit of the world.

As pronounced as the influence of racing on motor design and assembly has been, there has been just as remarkable an influence on the sport itself. The pioneer racers were as a class, men of courage, ability and good sportsmanship. None of these qualities have been lost in the transformation that has taken place in the past few years. All of these are still essential, but there has come in addition the necessity for the modern driver to be a past master in the science of mechanical engineering.

The driver of today is not merely a dare-devil. He is a specialist, highly trained; who is equally interested in the improvements of his motor as in winning the contests. In no other sport in the world will finer men—finer gentlemen, if you please—be found.

Out there on the track, for long delirious hours, these same men will look death in the eye, poke him in the ribs, slap him on the back and kid with him.

Did you ever ride 130 miles an hour in an open race car, no bigger than a bathtub, with the sun frying your brain, wind crushing you against the back of the seat, ears splitting with the crash of cylinders—the track and the world and your past pulling back under you like a torrent of milk, and all the while the binding glimmer of the stretch ahead—always ahead—rising up to slam you in the face?