

THE SAGA OF THE ROARING ROAD

It's Hell, but a kind of happy hell that hairy men come back to year after year.

One of the boys out there, for example, has a new cotter pin he's experimenting with—he wants to know if it will hold. Here's how he tells: When the race is over, if he's alive—it's a good cotter pin.

Time was when a tire was a treacherous, uncertain thing. It was a creature of hope or despair, according to whether it had or had not yet played tricks upon its owner. Better tires? Maybe—some day. Then the racer went out upon the tracks and burned them up and tore them apart until the fame of the Goodyears and all the rest began to dim. And then came better tires that brought back luster to the old trade names.

Under hard pounding on the bricks and rough usage on dangerous turns steering knuckles, the soul of driving safety—cracked. Each crack brought its penalty to some man. And then engineers went back to laboratories and shops and came forth again—with steering knuckles that would not break.

Every part of a car went through a grind without which cars of today would not be what they are. In the great scheme of things this grinding had to be, for it was a part of progress, a contribution to the welfare of the world, and back of each test, behind each motor had to be a man that held to wheels with sweaty, grimy hands and whose thick-shod feet pressed hot pedals to the boards.

This year, millions of American families will roll over the roads in automobiles. They will sail at fast speeds on tires that make for safety. Cars with human freight will be pushed up frightful grades and gears and axles will not break. Steep descents and sudden stops—but all in safety.

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A rambling tour is far removed from the roar and risk of the tracks, but the one would not have been without the other.

The no man's land of science has always lured the few and the many have always reaped the real rewards. Perhaps some day a public place may hold a monument to the racing driver—the man who bought safety for all who drive.



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Altogether, about 2200 different makes of cars were manufactured for sale in the United States since the industry began. It is our intention to show at least one model of every one of these cars before the Motor Scrapbook series is completed. In addition to the regular numbered editions, we will issue the following special editions at varying intervals:

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