

# U. S. DRIVERS HOLD HIGH RACE RECORDS

George Salzman in Interview De-  
clares That Foreign Makers  
Design Racers Only.

BELIEVES IN TEST TOURS

Famous Driver Says He Believes  
Endurance Runs Help Aver-  
age Man to Buy.

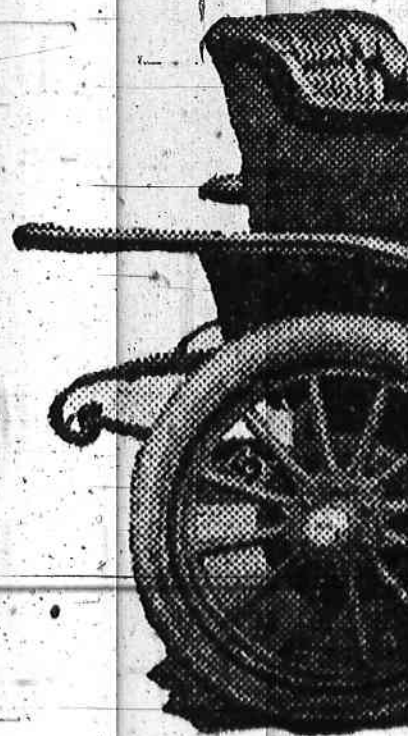
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Foreigners Are Speeders.

Crown



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"Do you believe that American drivers are as capable as foreign drivers?" was a question asked George Salzman, the famous racing driver, recently.

"I would say, most emphatically, yes. Look up the records of any race and you will find that the American drivers have just as much nerve, good judgment and all the qualifications that make a good driver; but, unfortunately, in the special racing car races, their cars lack preparation. Consequently their failure to win.

"I will take the liberty of stating right here that within the next few years you will see our American drivers win, just the same as the Americans do in other branches of sport. Take our stock car races, for example; you will find that American cars with American drivers have shown absolutely that American stock cars are superior in many respects to the foreign cars, especially in an endurance contest where extremely bad road conditions are to be met—as for example, in the great New-York-to-Paris race, where an American car, the Thomas Flyer, defeated a field of five of the best foreign cars built, in a race around the world, and beat the nearest competitor by six weeks and three days.

**Foreigners Are Speeders.**

"Foreign cars and drivers hold practically all high speed records; of course, that is accomplished by specially built racing cars which most foreign concerns have specialized and experimented on for years, whereby they are able to attain the highest speed possible.

"American manufacturers, up to date, have not had the time to devote along racing lines, as they have been too busy designing and building regular touring cars.

"I believe that all racing should be done with absolutely straight stock cars just as they are turned over to the buying public. This would not only go to prove the best car manufactured, but would develop the automobile as used every day to a point of perfection. These freak racing cars do not show anything other than terrific speed. After a race is over, they are shelved until the next special event, and as no sane man would care to drive them through our city streets, what good are they? I firmly believe the day for special racing cars is over, or will be soon—especially in America.

"To prove the real value of an auto-

mobile from a prospective buyer's standpoint, the cross-country run is certainly a very strenuous feat in more ways than one. For example, take the Buffalo-Pittsburg to Philadelphia run; a distance of 556 miles. This I consider the hardest run possible, taking the mileage into consideration, of any record in this country. Any stock automobile making this run inside of twenty-one hours elapsed time and without any mechanical troubles whatsoever can be considered as a marvelous achievement, when we take into consideration that there are more than 20,000 'thank you mams,' three mountain ranges, with the roughest roads imaginable; in fact, the worst conditions possible to wreck an automobile.

"I also believe that a transcontinental race would surely prove the weak points of a good many cars and the winner would surely be a wonderful car—providing that no repairs or mechanical adjustments were allowed. I firmly believe that in the event of the car breaking down so that it can not proceed under its own power, it should be compelled to withdraw from any event of this kind, as the allowing of repairs or replacement not only deceives the buying public, but also prevents the car with the least mechanical trouble or replacement from receiving the proper amount of credit that is due it.

**Doubts Track Racing.**

"My opinion is that short track races do not prove very much from a prospective buyer's standpoint. Twenty-four-hour racing, without a doubt, shows the endurance of an auto to perfection. However, I have known of races where the car that had the least mechanical trouble and the greatest speed did not win the race, as tires are a very big factor in a race of this kind. It only takes a blow-out on a sharp curve and the car goes through the fence, whereby the chances for first place are gone.

"I firmly believe that in the very near future practically all contests will be run along these lines. Of course, there will be other racing, but the owner and prospective purchaser will watch the cross-country race for real valuable information."

**THE WORSE.**

Cleveland Leader.

"I think a loafer is about as bad as an ordinary hobo."

"And I think he's worse. A hobo moves around a little, but a loafer stays in the same town and works the same woman for his hand-outs."

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