

# STOCK CAR NOW TO FRONT

## SPECIAL RACER IS OBSOLETE

**AUTOMOBILE RACING HAS BROUGHT OUT NEW STYLE OF MACHINE THAT IS RAPIDLY GROWING FINER WITH COMPETITION.**

The nature of motor car contests has changed, and to this is due the revival in popularity of racing. Where a few years ago the special racer was all conquering, today it is practically obsolete. Its infrequent appearance simply draws attention to the maker. Its place as a speed creation has been taken by the highly improved stock car, capable of being tuned up to excessive speed, but identical in its construction with the machines that the public is asked to purchase. These are now the idols of the speed enthusiasts.

In the season just approaching the probabilities are that contests in this country will be more frequent than ever before, and that they will be more diversified. Speedway and track contests, it would appear, are to be more numerous than other forms, but the highly popular road race will hold its own. Whatever the form of contest the manufacturers realize that racing with stock cars is a valuable business proposition. Even the performance that falls of victory can be turned to account as a demonstration of steadiness and reliability if the car stands up, and the average stock car generally manages to do at least that.

### Brings Much Excitement.

Automobile racing, it must be admitted, has not the same element of sport about it that is associated with baseball, football and similar pastimes, owing to the mechanical factor which must be a part of the contest. Yet it can not be denied that automobile speed contests bring with them an excitement and pleasure that can hardly be surpassed. Those whose good fortune it has been to witness the great races of the past can not have lacked a thrill as they beheld the cars flash into the arena at almost incredible speed.

# New Automobile In



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of racing, these weaknesses have been eliminated; indeed, the improvements have been so many that the automobile of today is regarded as an approximately perfect piece of machinery.

As to what would constitute a perfect car no one knows, otherwise they might be built. Indeed, it is a well-grounded axiom that perfection is unattainable. The perfect automobile, even from the mechanical point of view, may never materialize. One thing that is certain is, that automobiles throughout the world are now being constructed upon more or less standard and thoroughly defined lines.

The gasoline types of machines are now so very much alike, being built upon almost identical principles, that there is no feature of vital importance that distinguishes one from the other. This universal unanimity on the part of the designers testifies to the general approval of the modern lines of construction, and although this result may not have been attained fully by the introduction of racing there is not the least shadow of a doubt that speed contests have been largely responsible for it.

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Those who have taken the pains to study the grim determination on the faces of the drivers as they exerted their best energies to get the utmost out of their machines can not but have been struck with the earnestness in which they went about their work, and also by the skill with which they accomplished it. From an ethical point of view the spectacle of a man urging a mechanical construction may not be truly a sporting one.

There can be no doubt, however, that racing so closely approximates sport and is productive of so much public interest and excitement that for all intents and purposes it may properly be included in the category.

**Racing Brings Benefits.**

Students of automobile progress are well aware of the immense benefits which have resulted from racing in the past. In the early days prejudice against the most modern and most fascinating means of road locomotion was almost universal; the automobile was the object of derision and abuse on all sides. Its advent to the masses was by no means a welcome one, and it was not until the wonderful possibilities that lay ahead of it came to be more generally realized that manufacturers found the new industry which they had embarked upon anything like a profitable one.

One of the great if not the greatest means of educating the public in the possibilities and value in the advantages of the automobile was the automobile race. The public of the automobile and the whole nation have seen the benefits of the automobile race. The benefits of the automobile race are many and varied. It has brought to the attention of the public the possibilities of the automobile. It has shown the public that the automobile is not only a means of transportation but also a means of recreation. It has shown the public that the automobile is not only a means of transportation but also a means of recreation. It has shown the public that the automobile is not only a means of transportation but also a means of recreation.

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**Alvan Macauley, Formerly With Burroughs Company, General Manager.**

Alvan Macauley has resigned as general manager of the Burroughs Adding Machine Company to become general manager of the Packard Motor Car Company of Detroit, succeeding S. D. Waldon, who has been elected vice president of the Packard company. This addition to the administrative staff of the Packard company is the natural result of the steady and remarkable growth of that company, and the increased need of assistance for President H. B. Joy and Mr. Waldon in the conduct of the company's business.

The selection of Mr. Macauley to occupy this position is particularly fitting, owing to the fact that he has been instrumental in building up a business which is almost parallel to that of the Packard company in its growth during the last several years. Mr. Macauley has been general manager of the Burroughs Adding Machine Company for eight and one-half years and was one of the men associated with Joseph Boyer, directly responsible for bringing the Burroughs plant to Detroit. Under his management the Burroughs business multiplied six times in volume.

Mr. Macauley first obtained prominence in the commercial world as a patent attorney, practicing in Washington. He gave up that practice to become associated with the National Patent and Register Company at Dayton, Ohio, where he occupied for seven years. The fortunate addition of Mr. Macauley strengthens the Packard company's management and is a valuable asset to the company. He will be in charge of the general management of the company and will be in charge of the general management of the company.

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One of the great, if not the greatest, means of educating the public to the possibilities and later on the advantages of the automobile was the introduction of racing. Competitive events demonstrated the qualities of the automobile, and by the wide publicity given to the performances of the competing machines people throughout the world began to grasp the potentialities of one of the most remarkable inventions of modern times. Not only were the good points of the cars brought out in racing but the weak ones from the constructional point of view were also discovered.

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Consequently, Mr. Waldon's election to the vice presidency of the company is an equally pleasing feature of the new arrangement in that the affairs of the company, while remaining under the same management, are benefited by the experience and ability of a man whose previous success as a business captain assures his success in his new role.

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