

# NEW RACING RULES WILL HELP PUBLIC

Give Better Chance to See What  
"Stock Cars" Are Capable of  
Doing Under Strain.

## SLIDING SCALE IS ADOPTED

A. A. A. Contest Board Desires  
Better System for Classing  
Models for 1910.

Even the faintest doubts of illegitimate competition in automobile contests have been wiped out by the revised rules just completed by the leaders of the American Automobile Association.

These rules have been sent to the Indianapolis Motor Speedway promoters, as all events on the local track this season, as well as everywhere else, must be mapped to conform with these specifications.

H. O. Smith, president of the Premier Company of this city, had a hand in making these rules as the Manufacturers Contest Association, of which he is president, helped define the status of a "stock car" and passed on all of the other rules by way of suggestion and approval.

The lawmakers dive at once into the heart of most events by defining the stock model. It was charged last year that big concerns could live up to the letter of the law and yet race cars that were not stock models. Last year any firm making twenty-five cars of one model was permitted to race them as stock cars. It was charged that a firm could build this num-

Following table of piston diameter  
minimum chassis weight:

1. 160 and under (piston).
2. 161 to 230.....
3. 231 to 300.....
4. 301 to 450.....
5. 451 to 600.....
6. 601 to 750.....

Class "C" is open to any



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## Rule Helps Buyers.

This was not only unfair to the public, but was a millstone on the neck of the manufacturer who built so few cars that he could not afford to construct twenty-five special racers.

The new order of things demands that the manufacturers follow a sliding scale. By this scale big and little builders are given an equal chance to show off their models.

The percentages are calculated on actual total output. For example: If the total annual output of a manufacturer is 2,500 cars at least 8 per cent of said output, or 200 cars, must be of the same model in order to constitute such model a stock car under this definition.

The use of different bodies—touring car, miniature tonneau, runabout, etc.—upon the same chassis shall not constitute a difference of model under the meaning of this definition, but cars thus equipped must be entered in the respective classes to which the body equipment renders them eligible. Tops, wind shields and extra tires may be removed whether or not they may be furnished as regular equipment.

Otherwise the car must be constructed and equipped exactly as offered for sale to the public. In case cars are entered in events that do not conform to these rules the entrants must forfeit the entrance fees to the promoters and remain out of the contest.

A stock chassis next comes in for its X-ray inspection and definition by the lawmakers. They decide that a stock chassis except for option listed below can be added the necessary parts be assembled into a complete stock car.

## Permits Some Options.

Options permitted are lighter springs, change of steering post angle, change of driving gear ratio, wheel diameters excepted, tire and rim equipment, style of dash, seat and body equipment, form volume and location of fuel and oil tank (system employed in either case must remain unchanged), exhaust header and exhaust pipe (except as limited by the rule governing direction of exhaust), use of

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Class "C" is open to any chassis made by a factory during the twelve month date of the contest provided fifty motor cars (not necessarily same model). Eligible for piston displacement limit "B," but without minimum restrictions.

No car shall compete in that which its piston displaces it.

Class "D" is open to a which complies with the "motor car" without res piston displacement, we quantity of product. The more than two events u upon one day's program permission of the contest

Class "E" for special events, those above specified, held with any motor car meet approved by the contest board, there may not be more than one day's program without a session of the contest board.

Class "F" is open to cars" of the high-wheel buggy type, diameter of wheels or over. Entries are subject to limitations of class "A."

Class "G" is open to ele only. Subject to price class "A."

Class "H" is open to cabs and trucks. Division be obtained from the cont

# BARNEY OLDFIELD REST AT CLEVELAND

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Some interesting regulations are also brought out concerning lubrication, as follows: Where a reserve oil supply is provided a pipe connection with hand pump may be employed to transfer the lubricant to the standard oil receptacle regularly supplied by the manufacturer with the car, but in no instance will it be permitted to connect a reserve oil supply directly with the parts to be lubricated unless such connection may be the standard equipment under the "stock" definition.

Additional parts to the chassis—dash, seat, body, tank or other permissible equipment, shall be of reasonably normal construction and shall not be of material other than that mentioned in the certificate of description.

### Divide Cars Into Classes.

The lawmakers have divided the various kinds of motor vehicles into eight classes, which are calculated to include all kinds, so that all can be eligible to take part in contests of their class.

The first class, "A," open to gasoline motor cars (other than those with solid tires, wheels thirty-six inches and over) which comply with the definition "stock car," this class to be run in the following division:

1. \$800 and under.
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