

AUTO RACE RULES COVER ALL PHASES

Present Most Comprehensive Set
of Regulations for Speed Con-
tests Ever Compiled.

LAYS STRESS UPON DRIVERS

New Code Demands That Pilots
Be in Best Physical Condi-
tion to Drive.

For the first time in the history of automobile racing a set of rules has been compiled embracing every phase of the sport. As announced by Chairman Butler of the contest board of the American Automobile Association the 1910 contest code is wide-reaching in its scope. Not a point has been overlooked and there are many amendments that will meet the popularity of those interested in the motor car game. Well may it be said that such complete provision for the governing of auto events in this country has never before been at hand. It promises great racing for 1910.

The new rules are now in the hands of the Indianapolis Motor Speedway promoters and a careful study has been made by the local men preparatory to the coming season. The races here will eclipse all others according to indications.

The contest rules have been reclassified. The divisions are known as general and special rules. The general rules apply to all forms of contests and cover common points. The special rules apply to road, track, long distance track and twenty-four-hour races as well as hill

First Entrants to



issued for dangerous tracks. No sanction will be granted for a track meeting of more than three days' duration. No record will be allowed which is made on a track less than one mile in length. Any contestant who drives the reverse way of a track shall be immediately disqualified, suspended and reported to the contest board.

Several important changes have been made in the twenty-four-hour contest rules. No driver will be permitted to drive more than three hours at a time on the track. Before taking up the wheel again he must take one hour's rest. Twenty-four-hour racing will not be allowed on a half-mile track. Repairs and replacements are also restricted.

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A number of new regulations have been formulated in the general rules division. One of the most striking additions is the adopting of a regulation requiring race drivers to register. Stress is also laid on the amateur question. The amateur driver will have to register as well as the man who is in the game for money. Moreover, special attention was paid the question of the amateur's status as well as a clear and concise definition of the term being given.

Place on Restrictions.

Restrictions are also placed on the advertising of entries which do not subsequently compete. The claiming of records and certified trials are other points receiving attention. Clauses are devoted to the referee's powers, promoter's liability, unadulterated fuel supply and delivery of prizes.

All racing drivers will be required to register with the contest board. Their registration cards will expire on Dec. 31 of each year. A detailed record of each driver's performances in contests throughout the year will be kept. An unregistered driver may not compete in a sanctioned event.

All claims for record must be made to the contest board ten days after their accomplishment. A record can not be advertised until acceptance by the contest board. No record for a distance of five miles and under shall be allowed unless taken by an automatic timing device. The registration rules applying to professional drivers also hold good for amateurs. In the "powers of a referee" special stress is laid on the right of that officer to rule out of a race any participants on grounds of physical unfitness.

The special rules for road racing were drawn up with the safety of the public and contestants in mind. Before sanctioning a race the contest board will have on file a permit or certified copy for the use of highways granted by the local authorities. Violation of the mechanical repairs and breaches of the pit rules will mean disqualification.

Will Punish for Fraud.

Any attempt at fraud in the matter of the stock clause and status of a car will mean the disqualification of car, entrant and driver. In addition a complete set of rules for the running of a road race is

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Change Rules Slightly.

With the exception of a clause requiring the promoter to file with the contest board ten days before the holding of a hill-climbing contest a surveyor's certificate of the hill, the rules for this event are, with the exception of a few minor points, unchanged. Work on reliability runs and tour rules has not been completed.

A change has been made in the definition of a stock car. To be a stock car in the racing sense of the word the car must be a certain per cent of the maker's total output and must be built on the same lines. The per cent varies with the total output of the maker. In no case shall it be under twenty-five cars.

The classes are divided into A, B, C, D, E, F, G, and H. Class A has the price classification basis. There are seven divisions in this class, ranging from cars listing at \$800 and under to \$4,000 and over. Class B has piston displacement and minimum weight stock cars. There are six divisions here, ranging from 1,100 pounds and a piston displacement of 160 cubic inches and under to a 2,500-pound weight, with 601 to 750-inch displacement. Class C is known as the "piston-displacement class, without minimum weight restrictions or stock car qualifications."

This is known as the experimental class.

Its six divisions have the same piston displacements as Class B. Class D is open to any car complying with the definition of motor car. Special events not coming under the aforementioned groups will be known as Class E. Class F events will be open to gasoline stock cars of the solid tire buggy type. Electric car competition is restricted to Class G. Class H has the commercial cars, cabs and trucks.

PARRY CAR SAVES LECTURER.

Brings Prof. Phelps of Yale Through Heavy Snowstorm.

The hundreds of spectators who were filling Caleb Mills Hall Thursday afternoon little thought that Prof. Phelps of Yale, the distinguished lecturer of the day, was floundering helplessly miles away. Yet that gentleman, on being driven cityward from an important call at "Crow's Nest" in a Parry touring car, found himself suddenly plunged into a six-foot snowdrift. Not only that, but the direction of the road was completely obliterated by the snow.

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Will Punish for Fraud.

Any attempt at fraud in the matter of the stock clause and status of a car will mean the disqualification of car, entrant and driver. In addition a complete set of rules for the running of a road race is provided. This includes: Weighing in and weighing out requirements, signal code for contestants, international road symbols for marking the course, road regulations and special duties of officers.

The special track rules provide for the division of tracks into three classes—one-half mile, one mile and two miles or over. The tracks will be inspected by a representative of the contest board. If complying with all qualifications they will be licensed for one year. No licenses will be

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The professor ran to the first house and soon appeared with a rescue party armed with shovels.

A path was cut, Prof. Phelps shoveling away as if for his life. "It was quite interesting and dramatic," he said, "and as for that final splendid dash in the Parry which got us to the lecture just on time, I wish to say that when Carnegie intrusts me with his medals this Parry car will be the first thing tagged."

Cadillac once more

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