

# TO AMEND RACE RULES

## OFFICIALS WILL MEET HERE

MEMBERS OF CONTEST ASSOCIATION  
PLAN CONFERENCE IN THIS CITY  
THIS WEEK DURING SPEED-  
WAY CARNIVAL.

An important meeting of the general rules committee of the Manufacturers' Contest Association will be held here during the initial races at the new Motor Speedway.

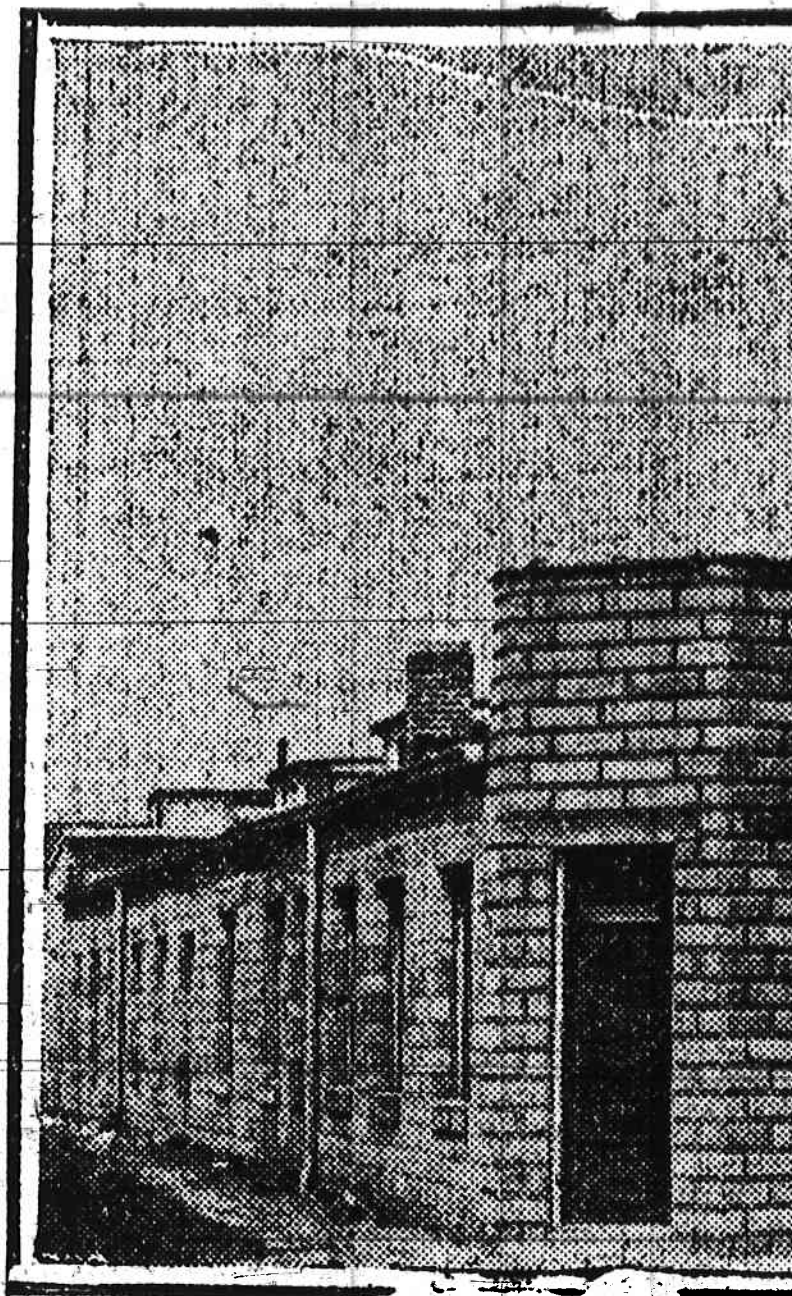
Howard M. Coffin, chairman of the general rules committee of the M. C. C., in outlining the work to be taken up at this meeting, says:

"The constitution and bylaws of the organization call for a meeting of the general rules committee each year in August. Upon this general rules committee are the representatives of twenty-five of these concerns—manufacturers and importers—who have shown the most activity in contest matters during the last two years. This meeting is scheduled this year at Indianapolis, Ind., upon the dates of Aug. 19, 20 and 21, at the time of the opening and initial race meet of the Indianapolis Motor Speedway—the first of the several great speedways that are being built or will shortly be built in America upon the plan of the famous Brooklands track near London, England.

"At this meeting will be discussed by the members of this committee, all recommendations regarding the rules, classifications, etc., for 1910. All changes suggested by the actual experiences of the present season will be considered. The 1909 rules of the contest board of the American Automobile Association are the result of the combined efforts of the general rules committee of the manufacturers' Contest Association, the contest board of the American Automobile Association and the advisory committee of the N. A. C., representing this body upon the contest board.

"The Manufacturers' Contest Association does not control contests either local, national or international. In all national affairs this association recognizes the di-

Home of H



of the promoter and of the manufacturer who is asked to support the contest with entries are mutual.)

"5. National events. How many shall be supported, and of what character?

"6. International events. How many shall be supported, and of what character?

"7. Endurance contests. Action to be taken upon the recommendation made by the National Association of Automobile Manufacturers; that only one endurance contest be scheduled for any one section of the country and not more than four be supported by manufacturers' entries.

"8. Road racing versus track events upon specially constructed speedways of any less

The  
manu  
tiona  
six y  
Th  
bile  
tract  
simp

S

rules committee of the Manufacturers' Contest Association will be held here during the initial races at the new Motor Speedway.

Howard M. Coffin, chairman of the general rules committee of the M. C. C., in outlining the work to be taken up at this meeting, says:

"The constitution and bylaws of the organization call for a meeting of the general rules committee each year in August. Upon this general rules committee are the representatives of twenty-five of these concerns—manufacturers and importers—who have shown the most activity in contest matters during the last two years. This meeting is scheduled this year at Indianapolis, Ind., upon the dates of Aug. 19, 20 and 21, at the time of the opening and initial race meet of the Indianapolis Motor Speedway—the first of the several great speedways that are being built or will shortly be built in America upon the plan of the famous Brooklands track near London, England.

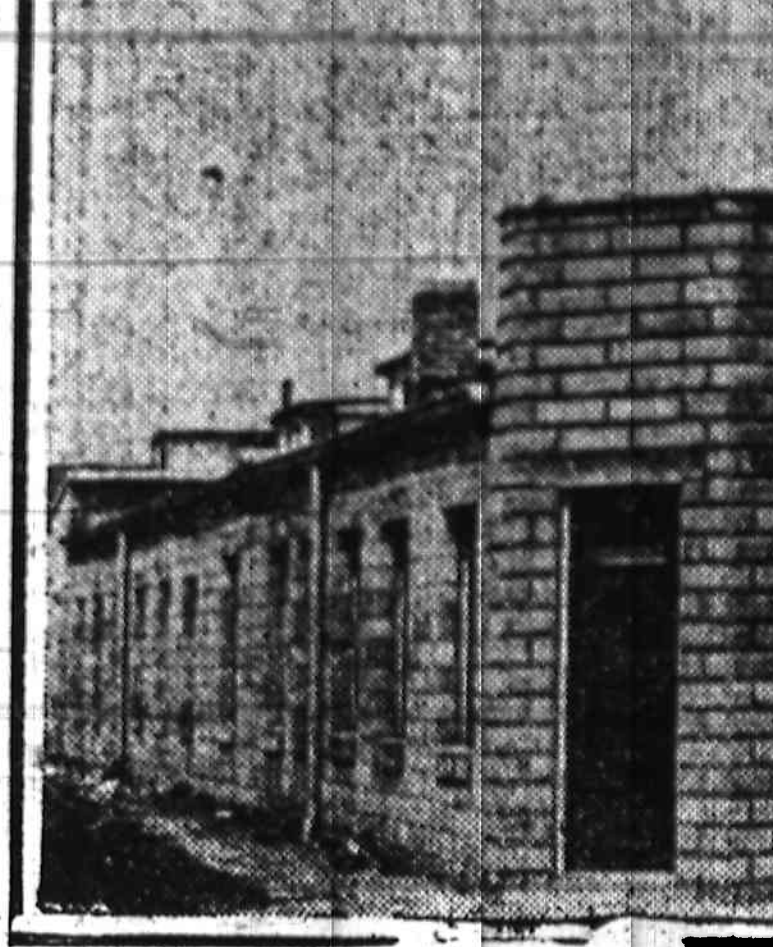
"At this meeting will be discussed by the members of this committee, all recommendations regarding the rules, classifications, etc., for 1910. All changes suggested by the actual experiences of the present season will be considered. The 1909 rules of the contest board of the American Automobile Association are the result of the combined efforts of the general rules committee of the manufacturers' Contest Association, the contest board of the American Automobile Association and the advisory committee of the N. A. C., representing this body upon the contest board.

"The Manufacturers' Contest Association does not control contests either local, national or international. In all national affairs this association recognizes the direct and supreme control of the contest board of the American Automobile Association.

"All international matters clear through are handled by the Automobile Club of America. The exact relations existing between the M. C. A. and the other two organizations mentioned are outlined in formal contracts which have been or soon will be executed in due form.

#### Seeks Builders' Suggestions.

"Printed blanks have already been sent out from the secretary's office of the Manufacturers' Contest Association to those manufacturers and importers enrolled as members and upon these blanks are being sent in the suggestions which will outline the attitude of the majority upon all items of national and international importance. All recommendations



of the promoter and of the manufacturer who is asked to support the contest with entries are mutual.)

"5. National events. How many shall be supported, and of what character?

"6. International events. How many shall be supported, and of what character?

"7. Endurance contests. Action to be taken upon the recommendation made by the National Association of Automobile Manufacturers; that only one endurance contest be scheduled for any one section of the country and not more than four be supported by manufacturers' entries.

"8. Road racing versus track events upon specially constructed speedways of any less than two miles in circumference.

"9. Shall racing upon existing mile and half-mile horse tracks be countenanced or supported in any way?

"10. A standard electrical timing device for the elimination of human error in the timing of all important speed events.

"11. A satisfactory definition of the term 'Stock Car.'

"12. Steps to insure the enforcement of the rule governing the character of the publicity matter employed by any maker covering the performance of his cars in any contests. All such publicity must be in accordance with the facts.

"13. A formula for the proper comparison of the performance of steam and gasoline automobile motors."

#### INSPECTION SAVES TROUBLE.

Before starting out each morning be sure your gasoline tank is filled. It is a

T  
ma  
tion  
six  
T  
ble  
trac  
sim

S



Recommendations regarding the rules, classifications, etc., for 1911. All changes suggested by the actual experiences of the present season will be considered. The 1909 rules of the contest board of the American Automobile Association are the result of the combined efforts of the general rules committee of the manufacturers' Contest Association, the contest board of the American Automobile Association and the advisory committee of the N. A. C., representing this body upon the contest board.

"The Manufacturers' Contest Association does not control contests either local, national or international. In all national affairs this association recognizes the direct and supreme control of the contest board of the American Automobile Association.

"All international matters clear through are handled by the Automobile Club of America. The exact relations existing between the M. C. A. and the other two organizations mentioned are outlined in formal contracts, which have been or soon will be executed in due form.

#### Seeks Builders' Suggestions.

"Printed blanks have already been sent out from the secretary's office of the Manufacturers' Contest Association to those manufacturers and importers enrolled as members and upon these blanks are being sent in the suggestions which will outline the attitude of the majority upon all items of national and international importance. All recommendations upon international matters will, after discussion at the August meeting, be formally transmitted to the Automobile Club of America, and will later, through its delegates, be presented at the international conference abroad.

"Among the more important subjects to be discussed in Indianapolis are the following:

"1. Recommendations as to changes in the classifications and weights for 1910 season.

"2. Changes to be recommended to the Contest Board for the American Automobile Association Rules of 1910.

"3. The possibility of the support by the Manufacturers' Contest Association of an impartial and thoroughly capable technical committee, which shall serve at all competitive contests.

"4. The arrangement of a definite and logical schedule of all important contests for the season 1911, with a view to the announcement in September of this year of the approximate date, character and general conditions governing all such events. (From information at hand, it is a possibility that the Manufacturers' Contest Association will not be able to do this, as it is a matter of the American Automobile Association.)

"5. The arrangement of a definite and logical schedule of all important contests for the season 1911, with a view to the announcement in September of this year of the approximate date, character and general conditions governing all such events. (From information at hand, it is a possibility that the Manufacturers' Contest Association will not be able to do this, as it is a matter of the American Automobile Association.)

of the promoter and of the manufacturer who is asked to support the contest with entries are mutual.)

"1. National events. How many shall be supported, and of what character?

"2. International events. How many shall be supported, and of what character?

"3. Endurance contests. Action to be taken upon the recommendation made by the National Association of Automobile Manufacturers that only one endurance contest be scheduled for any one section of the country and not more than four be supported by manufacturers' entries.

"4. Road racing versus track events upon specially constructed speedways of any less than two miles in circumference.

"5. Shall racing upon existing mile and half-mile horse tracks be countenanced or supported in any way?

"6. A standard electrical timing device for the elimination of human error in the timing of all important speed events.

"7. A satisfactory definition of the term 'Stock Car.'

"8. Steps to insure the enforcement of the rule governing the character of the publicity matter employed by any maker covering the performance of his cars in any contests. All such publicity must be in accordance with the facts.

"9. A formula for the proper comparison of the performance of steam and gasoline automobile motors."

#### INSPECTION SAVES TROUBLE.

Before starting out each morning be sure your gasoline tank is filled. It is a good plan to carry a chamols skin and have the gasoline strained through it. This removes water and other foreign matter. Get the best quality of gasoline obtainable.

On long trips take an extra can filled with gasoline. The regular supply is sometimes improperly estimated, and it may run short between stations where it is impossible to secure a fresh supply.

Do not fill the gasoline tank too full; leave a little air space.

Keep the gasoline tank and all gasoline pipes free from sediment. Above all, see that there is no sediment in the carburetor.

Do not fill the gasoline tank at night unless it is necessary and then never near an uncovered light.

Renew your supply of gasoline at frequent intervals, even though it may be necessary to purchase only a gallon to fill your tank.

When you are on the road, standing by the side of the road, or in the city, be sure to check the flow of gasoline by checking the gasoline pump at the side of the road. Check the pump at the side of the road.

classification, etc. For 1911. All changes suggested by the various organizations of the present season will be considered. The last value of the season board of the American Automobile Association and the result of the combined efforts of the present value committee of the Manufacturers' Contest Association, the committee of the American Automobile Association and the advisory committee of the M. C. A., representing this body upon the subject being.

"The Manufacturers' Contest Association does not control contests either local, national or international. In all contests where this association recognizes the object and supreme control of the contest board of the American Automobile Association.

"All international matters clear through are handled by the Automobile Club of America. The exact relations existing between the M. C. A. and the other two organizations mentioned are outlined in formal contracts, which have been or soon will be executed in due form.

#### Seeks Builders' Suggestions.

"Printed blanks have already been sent out from the secretary's office of the Manufacturers' Contest Association to those manufacturers and importers enrolled as members and upon these blanks are being sent in the suggestions which will outline the attitude of the majority upon all items of national and international importance. All recommendations upon international matters will, after discussion at the August meeting, be formally transmitted to the Automobile Club of America, and will later, through its delegates, be presented at the international conference abroad.

"Among the more important subjects to be discussed in Indianapolis are the following:

"1. Recommendations as to changes in the classifications and weights for 1910 season.

"2. Changes to be recommended to the Contest Board for the American Automobile Association Rules of 1910.

"3. The possibility of the support by the Manufacturers' Contest Association of an impartial and thoroughly capable technical committee, which shall serve at all competitive contests.

"4. The arrangement of a definite and logical schedule of all important contests for the season 1910, with a view to the announcement in September of this year of the approximate date, character and general conditions governing all such events. (From information at hand, it is a certainty that the promoters of all annual events will for 1910 be very glad to cooperate as may be suggested by the M. C. A. in so scheduling these contests as to avoid interference of dates. The interests

of the promoters and of the manufacturers who is asked to support the contest will be mutually satisfied.)

"5. National events. How many shall be sanctioned, and of what character?

"6. International events. How many shall be sanctioned, and of what character?

"7. Endurance contests. Action to be taken upon the recommendation made by the National Association of Automobile Manufacturers that only one endurance contest be scheduled for any one section of the country and not more than four be sanctioned by manufacturers' entries.

"8. Road racing versus track events upon specially constructed courses of any less than two miles in circumference.

"9. Shall racing upon existing mile and half-mile tracks continue to be sanctioned or restricted in any way?

"10. A standard official timing device for the elimination of human error in the timing of all important speed events.

"11. A satisfactory definition of the term 'Stock Car'.

"12. Steps to insure the enforcement of the rule governing the character of the publicity matter employed by any maker covering the performance of his cars in any contests. All such publicity must be in accordance with the facts.

"13. A formula for the proper comparison of the performance of steam and gasoline automobile motors."

#### INSPECTION SAVES TROUBLE.

Before starting out each morning be sure your gasoline tank is filled. It is a good plan to carry a chamols skin and have the gasoline strained through it. This removes water and other foreign matter. Get the best quality of gasoline obtainable.

On long trips take an extra can filled with gasoline. The regular supply is sometimes improperly estimated, and it may run short between stations where it is impossible to secure a fresh supply.

Do not fill the gasoline tank too full; leave a little air space.

Keep the gasoline tank and all gasoline pipes free from sediment. Above all, see that there is no sediment in the carburetor.

Do not fill the gasoline tank at night unless it is necessary and then never near an uncovered light.

Renew your supply of gasoline at frequent intervals, even though it may be necessary to purchase only a gallon to fill your tank.

When leaving the automobile standing for any length of time shut off the flow of gasoline by closing the gasoline cock at the side of the chassis frame near the change gear lever.



"Several studies have already been made and from the secretary's office of the Manufacturers' Contest Association no more modifications and improvements are being made in the regulations which will outline the details of the majority upon all items of national and international importance. All recommendations upon international matters will, after discussion at the annual meeting, be formally transmitted to the Automobile Club of America, and will later, through its delegates, be presented at the international conference abroad.

"Among the more important subjects to be discussed in Indianapolis are the following:

- "1. Recommendations as to changes in the classifications and weights for 1910 season.
- "2. Changes to be recommended to the Contest Board for the American Automobile Association Rules of 1910.
- "3. The possibility of the support by the Manufacturers' Contest Association of an impartial and thoroughly capable technical committee, which shall serve at all competitive contests.
- "4. The arrangement of a definite and logical schedule of all important contests for the season 1910, with a view to the announcement in September of this year of the approximate date, character and general conditions governing all such events: (From information at hand, it is a certainty that the promoters of all annual events will for 1910 be very glad to co-operate as may be suggested by the M. C. A. in so scheduling these contests as to avoid interference of dates. The interests

of the public generally, the character of the national racing conditions in each section, the character of the race in each section, all such matters must be considered with the tank.

"As a formula for the proper consideration of the performance of these and gasoline

#### INSPECTION SOLVES TROUBLE.

Before starting out each morning to see your gasoline tank is filled. It is a good plan to check a change this and have the gasoline strained through it. This removes water and other foreign matter. Get the best quality of gasoline obtainable.

On long trips take an extra can filled with gasoline. The regular supply is sometimes improperly estimated, and it may run short between stations where it is impossible to secure a fresh supply.

Do not fill the gasoline tank too full; leave a little air space.

Keep the gasoline tank and all gasoline pipes free from sediment. Above all, see that there is no sediment in the carburetor.

Do not fill the gasoline tank at night unless it is necessary and then never near an uncovered light.

Renew your supply of gasoline at frequent intervals, even though it may be necessary to purchase only a gallon to fill your tank.

When leaving the automobile standing for any length of time shut off the flow of gasoline by closing the gasoline cock at the side of the chassis frame near the change gear lever.