

# AUTOMOBILES

## RULES FOR AUTO RACING

Effort Made to Popularize the Sport by Stringent Regulations.

### GENERAL REVISION OF RULES

All Drivers Must Register with the Contest Board and Safety of the Public is Guarded in Road Racing.

NEW YORK, Feb. 26.—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 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 climbs, reliability contests and tours.

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.

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, undeterred fuel supply, and delivery of prizes.

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

#### Claims Recorded.

All claims for record must be made to the contest board ten days after their accomplishment. A record cannot 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 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.

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 making the course, road regulations and special duties of officers.

#### Special Track Rules.

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 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.

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 costing at \$500 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 100 cubic inches and under to a 2,500-pound weight, with 91 to 100-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.

### WHERE THE TROUBLE BLEW IN

Fate of a Farmer Who Took a Flyer in Live Stock High Finance.

Speaking of the present prosperity of the farmer, Assemblyman Warren Pine of Riverdale, N. J., related a little story at Trenton, N. J., which would seem to indicate the agriculturist is not always faring with regard to his finances.

Some time ago, Mr. Pine said, he was on a train and overheard the conversation of two farmers who were on their way to Trenton. First they talked about the dry spell they had last summer, then the game laws, and finally one of them remarked that he had heard that Josh Hankins had had his annual hog killing.

"Yass," returned the other with a chuckle, "and he didn't do a gosh-darned thing but bunko himself good an' plenty."

"How did he bunko himself?" queried the first, wonderingly. "He got a good price for 'em, didn't he?"

"Yass," answered the other, with another gleeful chuckle, "that was their whole durned trouble. He got such a good price for 'em that he sold their hui' bloomin' lot, an' didn't keep none for his own eatin'."

"Ye hev kind o' got me, Bill," was the puzzled response of the first. "Ye will hev ter come agin'."

"It is as easy ter see as slippin' off a greased log," said Bill. "He sold all them hogs at a hundred an' now he is buyin' 'em back for his table in pork chop an' scrapple lots at somethin' like 20 cents a pound."—Philadelphia Telegraph.

When He Shakes Off the Chains.

"McGoogan," first baseman, "didn't you find 'em a big holler because base ball players are slaves?"

"Is he?"

"Thirty-five hundred."

"Well, if he quits being a slave he has his old profession and correct alignment."

"What's that?"

"Washing bottles in a pop factory at seven a week."—Cleveland Plain Dealer.

## Cadillac once more proves itself most economical car

Remarkable record submitted by 75 Cadillac "Thirty" owners in New York metropolitan district who have driven their cars 398,884 miles at a total cost for mechanical repairs of \$52.21, averaging 71 cents per car.

Equivalent to 16 times around the world—238,884 miles—at a total repair cost of \$52.21.

That is the amazing record revealed by statistics just compiled from the experiences of 75 Cadillac "Thirty" owners in New York City and vicinity.

It is doubtful if the entire history of travel and transportation—steam, electric or gasoline—can show a case of parallel economy.

There was in this instance no special striving to attain a minimum.

The 75 owners went their separate ways with their 75 Cadillac "Thirty" cars, each without reference to the other.

They took no special precautions, but drove where they pleased, when they pleased, how they pleased, without the slightest idea that their experience was to be made a matter of record.

At the close of 1909 statistics were collected and compiled from the signed statements of the 75 users.

It was found that the 75 cars had traveled a total distance of 398,884 miles, or a distance equivalent to 16 trips around the world.

Forty-six of the owners had no repair cost whatever—not a single penny—in spite of the fact that some of them had driven their car as much as 18,000 miles.

The highest individual repair charge for the entire year was that of one user. His car cost him—for special reasons which did not reflect upon the construction in any way—\$10, the distance it carried being 8,900 miles.

Eleven of the others expended during the year from 25 cents to 50 cents. The average distance traveled was 5,318 miles per car, yet the average repair expense was less than 71 cents each.

The signed statement of these 75 users

showed further that the average gasoline consumption for the touring car was one gallon for each 15 miles of travel and one quart for oil for each 175 miles of travel.

The Demi-Tonneau car showed an average of 17½ miles for each gallon of gasoline and 200 miles for each quart of oil. Some users obtained 20 or more miles for each gallon of gasoline, but the figures first given are averages.

There is no disguising the fact that this record has proven a revelation, even to automobile manufacturers themselves.

It proven beyond a doubt that the Cadillac company has always maintained, that the elements in motor car construction which are absolutely necessary to economy and immunity from repairs are, scientific design, standardization, accuracy of workmanship and correct alignment.

Also that necessity for repairs is the result of poor design, inaccuracy of workmanship, ill-fitting and incorrectly aligned parts.

A year or more ago they proved before the Royal Automobile club of London that three Cadillacs could be torn down; all the parts thrown in a pile; a portion of these parts discarded and new ones substituted, and the three cars built up again from the heap of parts to run with absolute smoothness and without so much as an iota of looseness.

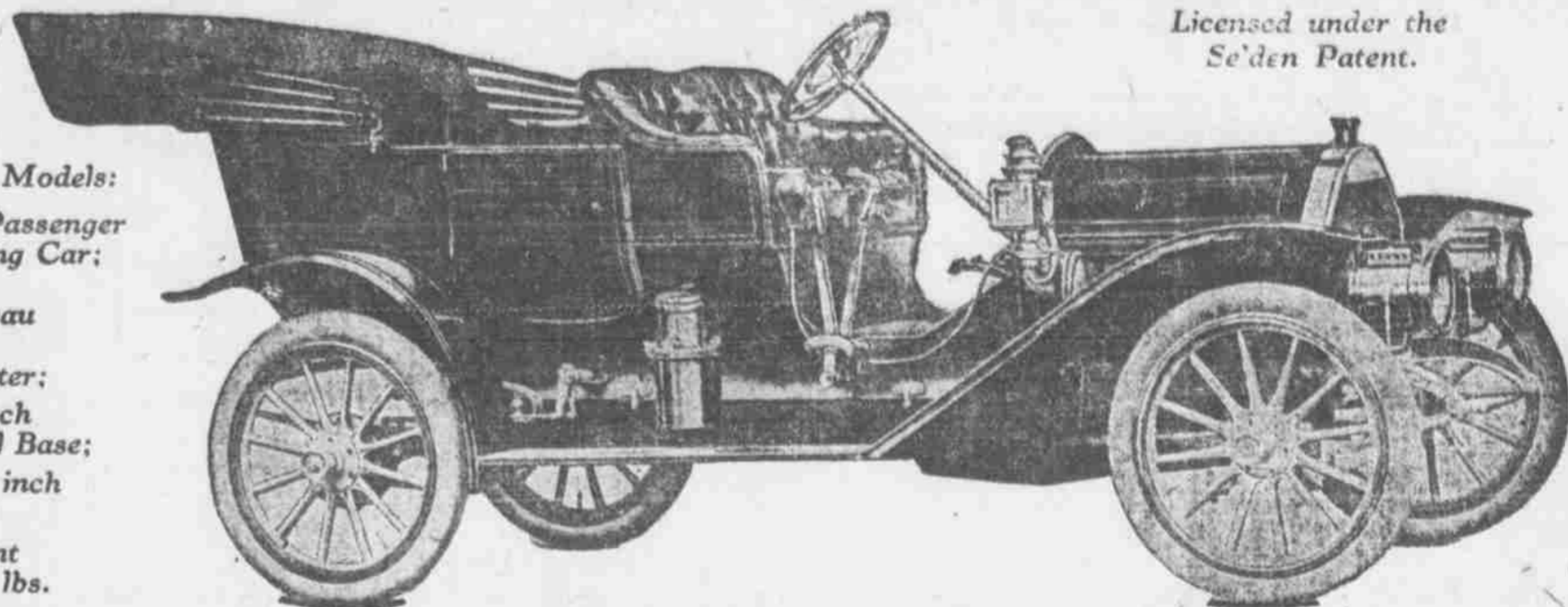
For this the Cadillac was awarded the Dwar Trophy.

And now comes another demonstration which simply emphasizes the fact that the convictions of the Cadillac company as to the essentials of a long-lived, serviceable and economical car are correct.

Cadillac measurements are finer in a greater proportion of essential parts than those of any other car in the world—finer than the costliest cars made.

YOU don't guess when you buy a Regal "30"—you know it's a good car. The only five-passenger, four-cylinder touring car at the price that can point to a record of three years success.

Licensed under the Se'den Patent.



Three Models:  
Five-Passenger Touring Car;  
Baby Tonneau and Roadster;  
107 inch Wheel Base;  
32x3½ inch Tires;  
Weight 2,000 lbs.

\$1,250

Regal "30"

### Specifications of 1910 Regal "30"

**Motor:** Four cylinder, four cycle, cylinders cast in pairs; 4-in. bore, 4-in. stroke, three-bearing crank shaft, 30 h. p. **Cooling:** Water; on exceptionally efficient thermo-syphon system of cooling and large sized fan placed on adjustable bracket on motor. **Ignition:** Remy high tension magneto and batteries. **Lubrication:** Splash system. **Carburetor:** Schebler. **Clutch:** Leather face cone with spring inserts. **Transmission:** Sliding gear selective type; three speeds forward and reverse; drive, direct shaft. **Brakes:** Two internal and two external, operating on rear wheel drums, double acting and compensating. **Wheel Base:** 107 inches. **Tires:** 32x3½. **Tread:** 56 inches. **Springs:** Front semi-elliptical, rear full elliptic scroll. **Speed:** Five to forty-five miles on high gear. **Upholstering:** Genuine leather over curled hair and deep coil steel springs. **Equipment:** Two gas lamps, three oil lamps and gas generator, Remy high tension magneto, horn, set of tools and complete tire repair kit.

### WE POINT TO OUR RECORD!

The Regal "30" is the original touring car of its size and power to be sold for \$1,250. Other makes may claim equal simplicity, style, power and strength, but—no other maker of a car at our price can point to a record of three years' success.

What does this three years' experience in the hands of the user mean to you? It means that when you buy a Regal "30" you get a finished product—not an untried, experimental feature. A car that has gone through the most severe and exacting tests in the service of users and come out triumphant for three years.

When you buy a Regal "30" you get a car without the "kinks" that cause trouble, annoyance and expense; a car that, by a series of progressive refinements, has been developed into a harmonious, reliable unit—a machine that is well nigh perfect, with an established reputation for satisfactory service and low cost of operation.

In every essential the 1910 Regal "30" is the same car that braved the terrors of Rocky Mountain roads and Western deserts, and now holds the touring car record from New York to San Francisco. [Story of this trip mailed upon request.]

We wish to announce to all interested automobile agents and prospective purchasers that C. H. Shore of Lincoln, Neb., formerly with Nebraska Buick Co., has been appointed district manager for Nebraska as our district representative with temporary headquarters at 1121 P. St., Lincoln, Nebraska, where a full line of Regal Cars and Supplies will be carried at all times.

**Regal Motor Car Company**  
DETROIT, MICHIGAN.

**Standard Automobile Co.**  
Omaha Agents. 2024 Farnam Street.