

RELIABILITY CONTEST RULES

Summary of the Laws Laid Down by Contest Board of Association.

FIXED PENALTY SCHEDULE
Fractional Penalties Abolished, Which Makes Daily Reckoning Much More Expeditious for Judges.

The most important amendment to the reliability contest rules for 1910 over those of last year will be found in the adoption of the fixed penalty schedule, which is applied at the final examination of the cars at the completion of a contest. In this schedule each of the essential parts of a car are given a definite number of points penalty for defective condition, greater or less, according to their relative importance to the whole make-up of the car and the condition in which such part is found at the finish of the contest.

Operative Tests. To determine the operating condition of a car at the conclusion of a contest, tests of brakes, clutch, transmission and motor are provided for, with suitable penalties for defective operation. Summary of Penalties. TIME. One point per minute, or fraction thereof, late in arrival at any control or checking station. WORK. One point per man per minute, or fraction thereof, for labor by driver or passengers. Two points per man per minute, or fraction thereof, for labor by workmen other than driver or passengers. Four points per man per minute, or fraction thereof, for labor by workmen other than driver or passengers. Three points per occurrence for replenishing gasoline, oil or water, outside of fuel controls. One point per minute, or fraction thereof, for motor stop when no work is done. No penalty for motor stop during period when work is being done on car, for which work or replacement a penalty is imposed. Final Out-Door Operative Tests. Brake Penalties—50 feet perfect; for each foot, or fraction thereof, over this distance, 1 point. Clutch—4 points for failure to climb curbs, spin rear wheels or stall motor. Gear Set—25 points for failure to drive in any forward speed or reverse. Motor Test—5 points for each cylinder not firing. Front and Rear Axles—No penalty for one-fourth-inch spread between wheels; 5 points for each additional one-eighth inch, or fraction thereof. Springs—No penalty for sag of one inch; 1 point for each additional one-half inch, or fraction thereof. Final Examination Penalty. At the close of the contest each competing car, after being properly checked, is delivered to the technical committee, which shall record all adjustments, replacements or repairs necessary to place each car in a safe and satisfactory condition, and penalties therefor shall be imposed in accordance with the following fixed penalty schedule.

Table listing various car parts and their corresponding penalties. Includes categories like Carburetion, Lubrication, Running Gear, Brakes, Cooling, Ignition, Steering, Machinery Parts, and Leaky Connections.

Degree of leakage and the amount of fixed penalty modified accordingly. Grades of Contest. Reliability contests are graded as follows: Grade I—A contest not exceeding six (6) days' duration with penalties for time, road work, final operative test and final technical examination. Grade II—A contest of more than six (6) days' duration, with penalties for time, road work only, but in which the final technical examination except that carburetor and brake adjustments may be made without penalty and spark plugs may be changed. Grade III—A contest of any duration in which penalties are imposed for time and road work only, but in which the final operative test and final technical examination are omitted. Grade IV—A contest of any duration in which penalties are imposed for time only. Nonstop Run. For the "perfect road score" of the old rules there has been substituted a "nonstop run" defined as follows: A run without an involuntary stop of the car outside of controls, except for the trouble account of traffic congestion, shall be known as a nonstop run. The motor must be kept running continuously while outside of controls. The car may be brought to a standstill at any time, no work being done, and the motor kept running. Steps for tire repairs or replacements with the motor kept running, are permissible. Nonstop certificates may be issued to contestants in grades I and II who conform to the requirements of the "nonstop" definition in a contest exceeding 1,000 miles in length. Car Equipment. Just what equipment a stock car may carry and how it is carried in reliability contests is very clearly laid down. It may carry special aprons in front of radiator or bonnet screens between the side members of the frame; rubber bumpers for springs, and rebound straps; tire inflating tanks. It may not have special springs or spring windings; shock absorbers may not be added unless part of regular equipment, and covers over coil boxes, magnetos or any other part of mechanism, or screen-around carburetor, are not permitted unless part of regular equipment. Tools. Tools are carried in a special bag and sealed, the observers only having access to same. Parts. Parts carried are inventoried, officially checked and sealed. Tire Repairs—There shall be no penalty for the repairs, provided the engine be kept running while the repairs are being made and no other work is done. The time consumed in making the repairs, while the engine is running, shall be added to the day's running time. Oil, Gasoline, Water and Batteries—At noon or eight controls, tanks for lubrication oil, gasoline and water may be filled without penalty. For replenishments of oil, gasoline or water at any other places the penalty is three points for each occurrence. Oil or grease may be added to or may be drawn off the various cases when necessary without penalty during the half hour allowed for oiling at the end of each day's run. Recharging of batteries will be allowed at any time, but all work in connection therewith must be done in the presence of the observer. Seals. To enable an observer to keep a more accurate record of work done on a car, metal and wire seals will be affixed to the bonnet, coil box, transmission case, differential case, mud pan or sponon and parts of ignition system not protected by bonnet, seals and any other parts, as may be necessary. There will be no penalty for breaking a seal, which will be replaced at the



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Wonderfully Consistent Contest Records. Design, Engineering and Manufacturing Practice Not Obtainable in Any Other Car

Seventeen years continuous experience in manufacturing has taught us, and we have experimented with every conceivable type of engine, that the T head motor, that is to say a motor with the inlet on one side and the exhaust on the other, is from every standpoint of efficiency, economy, quietness, power and reliability the best. We were the first in America to recognize this. That our experience in this respect was and is correct is best proven by the fact that all cars of recognized leadership employ this type of motor.

In selecting a motor car insist on the T head type of engine, and to satisfy your own judgment in the matter, inquire of any one at all posted on motor cars what type of engine is employed on America's and Europe's leading and highest priced cars. The T head type of motor is best because it permits of the use of inlet and exhaust valve openings of generous proportions, quickly, silently and positively mechanically actuated with no delicately adjusted parts liable to get "out of step" as in all contrasting types.

That the Apperson T head motor is the most efficient and reliable, is not theory or promise, but has been amply proven by the wonderfully consistent record of Apperson Cars in most of the principal road, hill climbing and endurance events for many years past.

Every component part of Apperson Cars is made here in our own plant, which is the purchaser's guarantee of the very best in design, material and workmanship. If you will thoroughly investigate Apperson Cars before you buy, you'll find in them unquestionably the best motor car value in America.

The Apperson Line for 1910 is composed of 9 models, ranging in price from \$2,000 to \$4,250.



Model 4-10—40 H. P., Four Cylinder, Seven Passenger Touring Car, \$3,000 (F. O. B. Kokomo, Indiana)
Apperson Bros. Auto Co., Kohomo, Ind.
Apperson Sales Agency, 1102 Farnam St., Phone Douglas 225

official garage at the end of a day's run, but the observer will note the seal broken and must report how many times thereafter access was had to the part or parts protected by such seal. Lubrication. A half hour is allowed at the end of each day's run for proper lubrication of the car in the official garage, seals being broken for this purpose and replaced. Observers. The rules concerning observers have been broadened and strengthened and the duties of observers enumerated in greater detail than heretofore, the following rule among others having been added: Observers must not interpret rules for entrants or drivers and cannot say what work may or may not be done without danger of penalization, their duties being solely to record what is done and the exact length of time consumed in doing it. To induce entrants, who appoint observers, to use the greatest care in their selection, the following penalty is imposed on an entrant for the act of the observer he has appointed: If an official observer shall desert a scheduled car, without the consent of the entrant, he shall be disqualified and must either withdraw from the contest altogether or continue as a non-contestant. By deserting a car leaving the car without taking with him the driver and passengers. This rule will disqualify any one of the cars of an entrant in case of multiplicity of entries. Optional Provisions. The following provisions, the adoption of which in any contest is optional with the promoter, and none of which count against a car or are factors in determining the car's road score, have been added: Rules for the penalization. Rules for penalization of accessories. Tire and rebound straps. Oil and gasoline consumption. Classification for Running Time. Reliability contests shall be held under Class "A" (price classification) only and in the seven divisions of such class, as follows: Division 1A.....\$500 and under Division 2A.....\$501 to \$1,000 Division 3A.....\$1,001 to \$1,500 Division 4A.....\$1,501 to \$2,000 Division 5A.....\$2,001 to \$2,500 Division 6A.....\$2,501 to \$3,000 Division 7A.....\$3,001 and over and which the daily running time of the cars is based. The following average speeds shall be maintained by the cars in the respective divisions: Divisions 4A, 5A, 6A, 7A.....30 miles per hour Division 2A and 3A.....25 miles per hour Division 1A.....20 miles per hour Body Equipment Classification. Stock cars only are eligible, and for the purpose of trophy awards shall be divided into two classes according to body equipment: (1) touring car class; (2) runabout class, including runabouts, miniature coupes, surreys and double or single runables. (Official.) CONTEST BOARD. American Automobile Association. S. M. BUTLER, Chairman. March 19, 1910. Louisville Clubs Elaborate Tour Book That enterprising organization, the Louisville Automobile club, has in preparation and will issue shortly, a Kentucky touring book that is expected to be the most complete and elaborate work of its kind yet produced. The club has been at work on it for more than six months, and has spent \$1,000 on it. The book will contain about five hundred pages, giving detailed description of more than twelve hun-

dre routes. Nearly a hundred maps show the route in and out of towns.

PULLING COL. GUFFEY'S LEG Former Friend of the Peerless One Asked to Cough Up Over Two Millions.

Colonel James M. Guffey of Pittsburgh, Pa., the gentleman whose art-glass democracy caused his expulsion from the Denver convention a score of months ago, has more trouble on his hands. He is defendant in a suit in the Philadelphia courts in which one J. Montefiore Myers, a London mining promoter, seeks to pull the colonel's extremities for \$2,150,000 damages for failure of a deal in coal lands in West Virginia.

In the papers filed in court Mr. Myers declared that on June 19, 1908, he entered into an agreement with Colonel Guffey's representative, John M. Garman of Wilkes-Barre, under which Colonel Guffey was to have a company incorporated, capitalized at \$200,000, and to have conveyed to it 135,000 acres of coal land clear of all encumbrances, to be insured by the Union Fidelity Title Insurance company. It was proposed to have a \$15,000,000 bond issue, which was to be placed in the plaintiff's control, but Mr. Myers alleges that, although various extensions were granted for the performance of the agreement, neither Colonel Guffey nor his representative fulfilled their part.

Mr. Myers charges that Colonel Guffey, in attempting to relieve himself of his obligation, while the complaint was in custody in New York on a false charge of grand larceny, obtained, with the connivance of the police officials, Myers' dress suitcase and through his agents got possession of all the papers relating to the transaction. Myers asserts he was exonerated of the charges against him without trial, and that his accuser, S. S. Bittinger, was sentenced to five years in Sing Sing prison for perjury and forgery. Myers declares that Colonel Guffey afterward caused his arrest on a charge of conspiracy, but the grand jury ignored an indictment presented against him on January 8, 1908.

At the inception of the negotiations Myers charges that Colonel Guffey represented that he was the owner of the coal land, and that there was no encumbrance against it, whereas, there was a deed of trust against a portion of the land, securing a bond issue of \$500,000, the title to the land being in the names of the J. M. Guffey company and the West Virginia company. Furthermore, it is alleged by Myers that Colonel Guffey had pledged all of his stock in the companies with banking institutions of Pittsburgh for loans of more than \$2,000,000. Under the terms of the agreement, Myers asserts he was to receive stock of the par value of \$10,000,000 and an annual payment of 5 cents a ton for all coal mined, the measured quantity to be mined being fixed at 4,000,000 tons a year, the first payment to be made at the end of the fifth year from the date of the bond issue. Myers says that the contract was arbitrarily canceled on November 24, 1908, and the sum

used for represents the special profits and advantages which he believes he would have derived had the agreement been carried out. Guffey, he declares, had agreed to purchase \$1,300,000 of the stock issued at 50 per cent, or \$1,000,000, while the remaining stock which Myers was to receive, he said he had agreed to sell at 60 per cent, or \$1,800,000. He asserted that he was also to receive half of the \$500,000 to be paid to Garman for his services in the negotiations.—Philadelphia Ledger. Heard to a London Fog. Coster—Ere, wot abash it? Hawker—Wot abash wot? Coster—Wot abash wot ye said abash it? Hawker—Well, wot abash it? And so on.—Punch.

THE OMAHA BEE'S DIRECTORY OF AUTOMOBILES AND ACCESSORIES. Includes listings for Detroit-Electric, Mitchell, Bowser, The Chase, Stearns, W. L. Huffman & Co., Brush Runabout, Apperson, H.E. Fredrickson Automobile Co., Deright Automobile Co., Henry H. Van Brunt, "MURPHY DID IT" Auto, MARMON, Sweet-Edwards Auto Co., Standard Automobile Co., Nebraska Buick Auto Company, and INTER-STATE.

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No Matter What Car You Want I Have It!
List of car models and prices: Marmon 32 (\$2,650), Halladay 40 (\$2,500), Haynes 30 (\$2,000), F-A-L-Car 35 (\$1,750), Halladay 30 (\$1,500), Halladay 24-28 (\$1,250), Halladay 24-28 (\$1,150), Halladay 24-28 (\$1,100), Empire 20 (\$850), Empire 20 (\$800).
C. F. LOUK
2050 Farnam Street

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