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# STOCK CAR RULES CHANGE BUT LITTLE

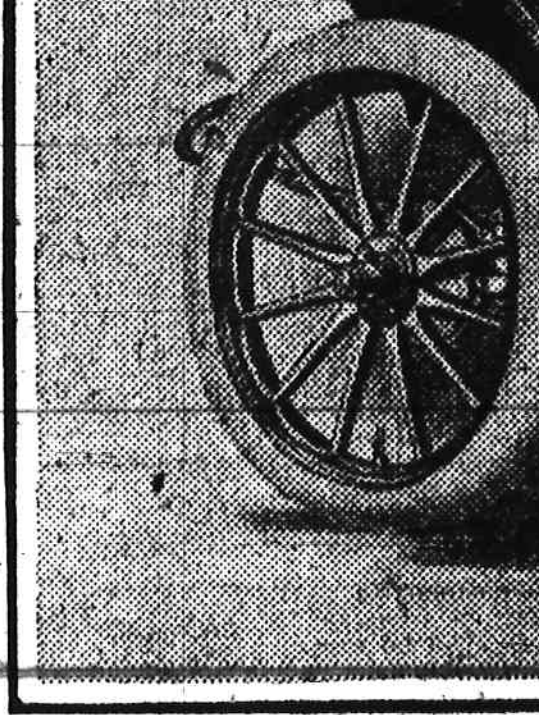
## Piston Displacement and Price Qualifications for Races Probably to Stay.

## WEIGHT LIMIT IS DISPUTED

### Question, Also, Arises Over Definition of What Makes Up Stock Chassis.

Constructors of automobiles, as well as the thousands of others interested, will be enlightened in a few weeks regarding the rules to govern stock car contests of 1910. Not only this, but they will have a first-class line on the big events that are to be promoted in the twelve months beginning New Year's. In other words, the general scheme of standardizing automobile contests, with which idea the Manufacturers' Contest Association was incorporated a few months ago, will begin shortly to work out as originally intended.

The new body has worked since its inception this year under a handicap, in that many important events had been projected early under the then existing rules and, further, in that manufacturers had been afforded no opportunity to build stock cars up to the class limits of piston displacement, for the reason that these limits were not known when the 1909 models were decided upon. This latter feature rather nullified the general scheme, as some cars barely over the limit for one class were compelled to compete against others that were built



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Manufacturers who intend to go into a campaign of contests in 1910 will have no uncertainty to contend with. By New Year's they will know absolutely what the fixed limits will be in the various classes and will then be in a position to go ahead and construct as near to those limits as they care to. It is not improbable, therefore, that in the piston displacement races of next year will be found a large number of cars practically alike as to power and depending for superiority simply on advanced construction and design.

### No Rule Changes.

There will not be, it can be safely predicted, any particular changes in the rules for 1910 from those of the current year. Some manufacturers anticipate drastic alterations, but this is not the idea of the M. C. A. rules committee. The members of this committee, of which Howard E. Coffin of Detroit is the chairman, have worked on the forthcoming rules with the idea of making changes only where they would appear to be desirable, based on the experience gained in the last six months. The regulations in force since last summer have proved generally satisfactory, not only to the manufacturers, but to the public, which has generously supported contests of all kinds.

It may be taken for granted that the piston displacement and price classifications that have been in force will be re-

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tained. All efforts to work out improvements in either direction have brought the rules committee back to the classes as they stand, which are generally favored by the men most interested.

A section of the makers of automobiles has advocated a class for cars with greater piston displacement than is at present allowed. In this year's list the extreme is 600 inches. The suggested class is from 600 to 650 inches. This would bring in practically all the very large motors. It is not a certainty that the big class will be adopted, but consideration of the suggestion is likely.

As regards the definition of a stock chassis and stock car some changes are likely. For example, the rules committee may decide that a factory turning out 2,000 cars a year would find it easier to build the necessary number of cars of a special design in order to meet the stock definition than one producing a tenth of that number. To meet this possible avenue to the production of special racing cars, a sliding scale will be considered, based on production. Instead of a fixed number of cars meeting the description "stock," the rules committee may fix upon a certain percentage of the total factory production.