

# CANS ASK CHANGE BALLOON MOST POPULAR TURN TO BIC

## NEW CLASSIFICATION AEROPLANE NOT PRACTICAL MOTORISTS AP

**MANUFACTURERS FAVOR PISTON  
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**AERO CLUB PRESIDENT SEES FUTURE  
FOR GAS BAG SPORT—AVIATION  
MEET IN AMERICA NEXT  
AUTUMN.**

BOSTON, Mass., Nov. 27.—According to  
the plans of Cortland F. Bishop, president  
of the Aero Club of America, the United  
States will have an international aviation  
meet in which some of the most notable  
aeronauts in the world will participate  
some time next October. Although it is  
natural for aero club enthusiasts to soar  
high, Mr. Bishop in his talk before the  
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Mr. Bishop created a great surprise  
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the manufacturing of Wright aeroplanes.  
That the company would lead the world  
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Notwithstanding the importance of Mr.  
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### Spherical Balloon Popular.

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recognized representative of the international conference of the clubs of all nations, which met in Paris Dec. 7 to decide on the racing formula for 1910, has appointed its delegate in Paris, William Brewster, the recommendations made by the Manufacturers' Contest Association, representing the consensus of opinion of the American automobile manufacturers, as a basis for international auto-racing competitions for 1910.

The Automobile Club of America, for a number of years past, has advocated the American manufacturers' attitude on these matters in the international conferences, and the first time in the history of the sport that a definite exposé of the attitude of a majority of American manufacturers has been put

**Logical Classification.**

The adoption of a classification by displacement and minimum weight ("stock car limitation") is the result of the past experience of the American manufacturers, and especially of the racing and contests in America, which was well tried out. It is a advantageous classification for competition, both from the point of view of the manufacturer and the purchaser, and is recommended for international adoption. The recommendation is:

Only bona fide stock cars or stock cars eligible for entry in international

cars entered in international events shall be as follows:

Chassis which is in accordance with the definition of a "stock chassis" and which meets the following table of displacement and minimum chassis

Piston displacement, cubic inches	Minimum weight, pounds
160 and under	1,200
161 to 230	1,500
231 to 300	1,800
301 to 450	2,100
451 to 600	2,400
601 and over	2,800

All cars competing in any class above the minimum weight entitles it.

The recommendation is along the lines of the international automobile competition for the coming year, with the exception of the larger classes. The American manufacturer will not be allowed to "stock cars" up to the limit of these piston displacement. If a similar classification be adopted internationally, it would enable American cars to compete on an equal basis with the European

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Regarding the dirigible airship, Mr. Bishop declared that the money spent on it is at the present time virtually wasted, notwithstanding the remarkable feats of Count Zeppelin.

But the aeroplane, though still in its infancy, is coming to be recognized as one of the vehicles of sport and will remain so for many years to come, but it will hardly ever become practicable for traveling, for the voyages will always be dangerous.

Regarding the meeting to be held in this country next fall, Mr. Bishop said that it will probably be held near Denver or some other place away from the sea coast, where the danger will be reduced to a minimum. He hoped that before October it would be possible to announce a series of meets under the auspices of different clubs throughout the country, at which all the noted aviators would appear to compete for suitable prizes.

**ORIGINAL FEATURES ARE IN THE AMERICAN CARS**

appears to be the result of the thoughts of men turning to cars for the coming year. The fitness of things is set for the Tenth International Show in Madison Square Garden is to be held during the month of 8-15. At this show will be the best opportunity to see the product of the representative manufacturers who comprise the Licensed Automobile Manufacturers Association under whose auspices

There is promise of many new things in the 1910 motor show. The exhibition will bring out so many new construction and design that it will astonish those who are used to the progress being made toward the modern automobile. That the modern automobile is generally known as a "stock car" is the misty zone of expectation in the height of its popularity, is strongly evidenced by many performances in racing, speed and racing. The new class of car that has been developed in automobile sporting circles since 1909. There will be a display at the Garden of the models of the stock cars that have been successfully in the vanguard of the year, and some of them will be shown.

Thanks to the standards by the members of the A. M., the new model does not have to be prepared before it is shown in competition with other cars. There have been victories with the new cars that had so many previous events, and the new design is thoroughly in line.

**Afford Some**

Something new, either in design or in construction, will be found in nearly all the models to be exhibited. The exhibitors cling to the old, but something up the sleeve of the exhibitor there is no telling what will be in store. It is certain that the new points of interest in axles, transmission, steering systems. In body design seems to be gaining ground. The passenger surrey, which has been without doors, built up on the sides, yet providing ample interior space. The cars at the show will range from the costliest to the little run-down to the little run-down enough for the baker.

The large number of exhibitors entered makes the display of the competition