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AMERICAN AUTO MAKERS STATE RACING ATTITUDE

CONTEST RULES FOR 1910 FOR- WARDED TO PARIS

FOR FOREIGNERS' APPROVAL

[By Carbureter.]

The Automobile Club of America, as the officially recognized representative of America in the International conference of automobile clubs of all nations, which meets at Paris on December 7, to decide on the international racing formula for 1910, has forwarded to its delegate in Paris, William S. Hogan, the recommendations made by the Manufacturers' Contest Association, representing the consensus of opinion of the American automobile manufacturers as a basis of international automobile competitions for 1910.

Although the Automobile Club of America has for a number of years past annually requested the American manufacturers to define their attitude on these matters in order that America might be represented in the International conference, this is the first time in the history of the sport that a definite exposition of the attitude of a majority of the American manufacturers has been put forward.

The adoption of a classification by piston displacement and minimum weight, with a "stock car" limitation, is the result of the past experience of the American manufacturers and especially of the last year of racing and contests in America, when it was well tried out. It is a logical and advantageous classification for automobile competition, both from

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rom East. citations from Penn- the Navy remaining Illinois, Wisconsin e fixtures on Chi- ere is a chance that ana, or both, may leaves Indiana a rs will be unlikely, dway. Purdue has e last three years ve the school will e, leaving room for est or the possible

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International automobile competitions for 1910.

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The adoption of a classification by piston displacement and minimum weight, with a "stock car" limitation, is the result of the past experience of the American manufacturers and especially of the last year of racing and contests in America, when it was well tried out. It is a logical and advantageous classification for automobile competition, both from the standpoint of the manufacturer and the intending purchaser, and is recommended for international adoption.

The Recommendations.

The recommendations are:

First, that only bona-fide stock cars or stock chassis be eligible for entry in international events.

Second, that cars entered in international events be classified as follows:

Open to any chassis which is in accordance with the definition of a "stock chassis" and in accordance with the following table of piston displacement and minimum chassis weights.

Division.	Piston Dis. in Cubic Inches.	Minimum Weight in Pounds.
First	160 and under	1,200
Second	161 to 230	1,500
Third	231 to 300	1,800
Fourth	301 to 450	2,100
Fifth	451 to 600	2,400
Sixth	601 and over	2,600

No car shall compete in any class above that to which its weight entitles it.

This recommendation is along the lines which will govern automobile competition in America for the coming year, with the possible exception of the larger class. As the American manufacturers will no doubt build "stock cars" up to the limit of each of these piston displacement classes, should a similar classification be adopted internationally it would enable foreign and American cars to compete on even terms and should serve to stimulate international competitions both in America and in Europe.

Indiana Eleven Starts West Today.

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