AUTOMOBILE CONTEST RULES ALMOST READY

M. C. A. WILL SOON ANNOUNCE NEXT YEAR'S REGULATIONS.

FEW CHANGES ARE LIKELY

[By Carbureter.]

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 at New Year's. In other words, the general scheme of standardizing automobile contests, with which Idea the Manufacturers' Contest Association, of which H. O. Smith, of this city, is vice-chairman, 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 up to the limit of the next largest class.

Manufacturers who intend to go into a program of competitive in 1910, which are interested in the new rules, are advised to keep a close watch on all the latest developments in this line of work. The new body has also decided that, in case of tie races, the contest shall be determined by the time it takes a distance of a foot, rather than the usual one of a mile.

CLOSE MATCH!

Landis Falls Down Dining Game HOW THEY WERE WUMPED

Nusbaum (300) Sands (175) Bemiss (225) Thompson (225) Landis (225) Stone (175) Gant (200) Holman (175) Swank (175) Carpenter (175)

Thompson, playing with the best chance of winning the closest match of the night, yet played...
Drastic Action Unlikely.

There will not be, it cannot 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 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 retained. 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 six hundred inches. The suggested class is from 600 to 650 inches. This would bring in practically all the very large motors. It is not at all certain that the big class will be adopted, but consideration of the suggestion is likely.

Another desired change by a few of the manufacturers is for elimination of the weight limit, which now runs from 2,400 down to 1,200 pounds for the five regular classes. These weights are believed to be too low and inconsistent with the safety that should be assured to a purchaser of a stock car. There are some constructors, however, who not only hold that less weight is feasible, but who...
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Where Changes Are Considered.

As regards the definition of a stock chassis and stock car, some changes are likely. For instance, the rules committee may decide that a factory turning out two thousand 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.

Racing upon former horse tracks of a mile or half a mile in circumference will not, it is understood, be placed under the ban by the governing bodies. While the larger number of manufacturers are in favor of such contests, the American Automobile Association is in favor of eliminating them.

The rules are practically ready now for next year, but their submission for official approval by the contest board of the American Automobile Association will await the annual meeting of the A. A. A. next month. At that time the personnel of the contest board for 1930 will be decided, and upon this body will fall the duty of approving and enforcing the regulations.

At the same time will be submitted a list of the contests already projected for 1930. Heretofore the manufacturers have gone ahead blindly in preparing for a contest campaign, ignorant of whether the number and importance of each season’s events would justify a big initial outlay. In future, through the efforts of the manufacturers, there will be knowledge as to what races will be held.
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Racing upon former horse tracks of a mile or half a mile in circumference will not, it is understood, be placed under the ban by the governing bodies. While the larger number of manufacturers consider such contests dangerous to life and limb, it is conceded that in many parts of the country it will be carried on with or without sanction, and that, under recognition, certain safeguards can be insisted upon that would not be provided were such meetings outlawed.

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NOTRE DAME, INDIANA, November 13. Coach Maris issued a call for basketball candidates.

The practice will be held mornings until after Thanksgiving, when it will be suspended for two weeks. Maris expects over twenty candidates to try out for the team. The practice will be held in the gymnasium, and every player will be given an opportunity to show his ability.

 Vaughn last season, and four others, seem to be as good as ever. Charles (Cowboy) W.
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Bike Riders

BUFFALO. Nov. 13.—In response to Carey’s Los Angeles champion, in an effort to follow the lead of the Willys-Webster, fight leader, the last-mentioned has replied that it will not fight the returning特. He refuses to fight unless under conditions to be advertised at 3 o’clock. He also feels that the weight is too much. He is of the opinion that the weight of his car cannot be reduced by any one other than himself, and that for this reason he will have to be content with his present position.

Honest Bout.

November 13.—Frank Pringle, of the Adelphi Club, won from the Johnson Club last night. Frank Pringle, of the Adelphi Club, won from the Johnson Club last night. Frank Pringle, of the Adelphi Club, won from the Johnson Club last night. Frank Pringle, of the Adelphi Club, won from the Johnson Club last night.

ST. PAUL, Nov. 13—The four-year-old trotter, owned by the Northern Track, died Thursday at the Minnesota Agricultural College. The colt, 2:05%, which was sold to New York in the “Old Glory” sale, went to New York, and one from August to New York. They are both

Trotter, Billy

LEXINGTON, Ky. Nov. 13—The speedy three-year-old, Billy Trotter, was shipped to New York in the “Old Glory” sale, and one from August to New York. They are both...