

# WOLGAST HARD LICKS

STED SPECTA-  
H CAMPS.

# IVE OPINION

February 19.—Ad  
Little Milwaukee  
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... anxious to get another match with  
Jack Dillon at 135 pounds, while Jack  
Morgan, a stable mate of Cooley, would  
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# MARMON GIVES REVIEW OF 1909 AUTO RACING

SAYS MOTOR CAR HAS ACHIEVED  
NOTABLE SUCCESS.

# AMERICAN CONTESTS EXCEL

[By Howard Marmon, Nerdyke & Marmon  
Company.]

The season of 1909 has been the greatest  
year in this country for contests, in fact,  
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game of automobile racing the American  
contests have surpassed the foreign in  
number.

It is true that foreign cars on foreign  
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Another reason that accounts for the  
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The foreign rules permit of different con-  
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Another reason that accounts for the high speed of foreign cars on foreign roads is the fact that the cars raced by the European factories are specially built cars for that purpose and not the stock chassis machines that are sold the public. The foreign rules permit of different conditions. For instance, in the last Grand Prix the rules read that a car was limited to a bore of 6 1-10 inches with no limit on the stroke, so that cars of 6 1-10-inch bore and in some cases eight-inch strokes or longer strokes than eight inches appeared on the course. (One of these cars

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February 19.—If  
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The cars entered by the American factories in the contexts of 1909 were of the limited class type for piston displacement and weight in fact stock chassis, or the regular cars which the American public are asked to purchase when the additional stock parts are added to complete the car, such as the body and fenders. It could not be expected that such cars would beat the time of a car of 6.1 bore and unlimited stroke, so that it has been the difference in foreign classification more than anything else that has enabled the foreigner to show greater speed, and these conditions will remain the same for 1910, at least, as the foreigners still retain their rule of limited bore and unlimited stroke while the American manufacturer has again adopted his limited piston displacement rule and minimum weight, limiting the races to stock chassis and stock cars excepting the last mentioned class being used for the first time this year.

However, the conditions are reversed to this extent. Previous to this time the foreigners have monopolized the limelight in the racing game and now the Americans have adopted the pace.

In 1909 there were many more events in America than Europe, while 1910 promises to eclipse even the season of 1909 by at least 50 per cent., as many more factories have entered teams for the coming year and most of those who took part in the contests of last year have either increased their teams or retained them at their 1909 standard.

In addition to having our team of stock chassis cars we are building one car for free-for-all classes so that our racing team is being increased this year to enter in most of the events run at any meet.

### Honest John Kelly as Referee.

AUGUSTA, Ga., February 19.—Honest John Kelly, who is here at one of the tourist hotels, says he has been solicited

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