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AMERICANS ASK CHANGE

SEEK NEW CLASSIFICATION

AUTO MANUFACTURERS FAVOR PISTON DISPLACEMENT AND WEIGHT QUAL- IFICATION FOR RACING DIVISIONS.

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 Dec. 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 for 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.

Ask Logical Classification.

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 are:

1. That only bona fide stock cars or stock chassis be eligible for entry in international events.

2. 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

BALLOON MOST POPULAR

AEROPLANE NOT PRACTICAL

AERO CLUB PRESIDENT SEES 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 meet in which some of the most famous aeronauts in the world will participate some time next October. Although it is natural for aero club enthusiasts to prefer the high, Mr. Bishop in his talk before the Aero Club of New England at the club meeting the other night left no doubt in their minds that the plans will be materialized.

Mr. Bishop created a great sensation when he announced during the meeting his talk that he had received a letter from New York announcing the formation of a gigantic syndicate, headed by men as George Gould, Thomas Fortune, Theodore Shonts and the Vanderbilts, the manufacturing of Wright aeroplanes. That the company would lead in manufacturing various types of aircraft Mr. Bishop felt quite sure and stated so very emphatically.

Notwithstanding the importance of Bishop's remarks his listeners were not what surprised when the note was declared that not for many years would voyage by any kind of dirigible become practical for traveling from one place to another.

Spherical Balloon Popular

He said that the spherical balloon will always be most popular, except in the vicinity of New York, where the dirigible companies were so independent that they did not care whether they sold gas balloons or not, as they had regular customers enough to more than care for they could make.

Regarding the dirigible airship Bishop declared that the money spent on it is at the present time being wasted, notwithstanding the fact

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1. That only bona fide stock cars or stock chassis be eligible for entry in international events.
2. 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., cubic inches.	Minimum weight, 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	2,800

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 classes. As the American manufacturer 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 Europe.

**CONTESTS SHOW WORTH
OF MEDIUM-PRICED CARS**

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Regarding the meeting to be
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a series of meets under the aus
different clubs throughout the
at which all the noted aviators w
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**ORIGINAL FEATURES ARE
IN THE AMERICAN**

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