

DECIDE ON AUTO RULES

EXPERTS AGREE ENTIRELY

BEECROFT, EDWARDS AND NADALL FIX LAWS FOR INDIANA MOTOR RACES AND DETERMINE CLOS- ING OF ENTRIES.

Those masters of technical rules and regulations who have made reliability contests held in the Chicago district a pattern for scores of similar events throughout the country, David Beecroft, Prof. F. E. Edwards and Berne Nadall, yesterday put out the rules for the Chicago Automobile Club's two Indiana road races June 18 and 19.

This trio forms the technical board of the club.

Incidentally it also was announced that entries for both the Western Vanderbilt and the light car race would close June 5. Provision is made for nominations after that date up to June 10, however, by paying an extra entrance fee of \$250 for every car. The drawing will take place at noon June 11 for the order of starting.

International Signals In Use.

The race signals to be used will be international. A red flag will denote a clear course; a yellow one means "stop immediately"; green means "starting the last lap"; a checkered flag, "you are finished," and a white one, "stop for consultation." Disobeying official instructions or flag signals on the course means disqualification.

In all there are thirty-five rules, covering every imaginable point. The rule defines a stock chassis as one which without any change whatsoever, except that lighter rear springs may be used, can, by adding the necessary parts, be assembled into a complete stock car for which it was designed. A few changes will be permitted. For example, additions to the oil and fuel supplies may be made; the angle of the steering post may be altered; there may be a change of driving gear ratio, and tire and rim equipment is left optional.

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While the stock oiling system must be maintained, the capacity may be increased. Hand pumps may be fitted as auxiliaries, to inject oil direct into the crankcase or cylinders and be operated by the mechanic. Shock absorbers, rubber bumpers and rebound straps may be fitted. Every agent of oxidation other than atmospheric air is forbidden.

Every car must carry two persons, seated side by side, of a minimum weight of 132 pounds each. If this average weight is not reached it must be made up by ballast. The crew of the car must make

all mechanical repairs and adjustments, which includes replacing of tires and replenishing with oil, water and gasoline. Replenishing must be done at the repair pits at the grand stand, water emergencies excepted.

Tires may be changed at two points— at the grand stand pits and at the tire control in Lowell. Pit attendants can hand the repairs or replenishments from the pits to the car crew or place them on the ground in front of the pit, but they may not in any way convey them from the pit to the car, and they may not leave the pits.

The driver and mechanic of each car may be changed, if need be, during the race, but only at the end of each lap and under the supervision of a representative of the technical committee or starter. In case of disability or accident to the driver of a car, but in no other instance, the mechanic may replace such driver at any part of the course.

Technical Committee Supreme

The technical committee will be a power in the conduct of the races. It can reject any entry or entries and it can limit the number of entries in each race to twenty cars. It can refuse any driver for reasons relating to the safety of either the public or the contestants, and each entrant binds himself to conform to the rules and abide by the decisions of the referee and the technical committee.

The technical committee is the final judge in the application of these rules, and can modify them as its judgment dictates. Within twenty-four hours after the running of each race the committee may verify the parts of the competing cars.

The Indiana trophy race is to be at 236 miles, and the Cobe cup at 402 miles. No weight limit is imposed in the light car event, but in the Cobe cup the minimum is 2,250 pounds, each car weighing in with oil in the transmission and motor. In case it is under weight it can add 2 per cent ballast. The light car must also weigh in without water, gasoline, tools, spare tires or parts.

INDIANAPOLIS TIRES PLEASE.

Western Autoists Pay Tribute to Rims
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