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# URGES RACING REFORMS

## W. T. WHITE OFFERS CHANGES

### BELIEVES PUBLIC HAS REASON FOR SUSPICIONS THAT STOCK CARS ARE NOT "ON LEVEL," DE- SPITE RULES.

That additional restrictions are necessary in order to insure bona fide stock cars taking part in contests, particularly in races, is the opinion of Windsor T. White, president of the White Company. Mr. White proposes a rule whereby any machine entering in a contest may be claimed by any other entrant on the payment of the list price of that car.

"I think no one will dispute the statement that there has been much ground for dissatisfaction with and distrust of the stock car racing situation," said Mr. White, in disclosing the proposed reform. "The examination of contesting cars at race meets is necessarily of the most superficial character and generally discloses nothing more than that the cylinders are of the proper dimensions and that the general arrangement of parts is the same as in the stock model. Such an examination can not reveal, for example, whether or not the racing car has a chrome-nickel steel crank-shaft (when real stock cars of the same make use only common machine steel) or whether or not there has been a similar substitution of materials throughout.

"The public has had ample reason to be suspicious. For example, they have not understood why it was necessary for a 'stock' car which competed one week in New York to be rushed by express to compete in Minneapolis or New Orleans the next week. The ordinary citizen would imagine that any car in Minneapolis or New Orleans would fully size up to the true capabilities of the stock car and could be used.

"With this unsatisfactory situation confronting automobile racing, why should we not avail ourselves of the experience of a much older line of sport—namely, horse racing, wherein various protective measures have been devised for safeguarding the interests of the public as well as of contests. I refer particularly to the regulations covering what are known as selling races. I believe that these regulations could be applied with advantage to all

son avenue gave the effect of the being enveloped in a dense fog. One on Madison Square outside the Metropolitan Life Building was emitting black clouds of smoke like a torpedo stroyer going at full speed. Other tures were taken of cars passing a the streets leaving a column of b petroleum smoke in their rear like wake of a liner. In all twenty-five ph graphs were sent yesterday to the department for Dr. Lederle's inspectio

When asked if the National Highway Protective Association intended to present the matter before the Legislature in event of the health commissioner neglecting to take means to check the nuisance, the secretary said that it in his opinion a matter for the municipal authorities to deal with rather than state.

## TIRE BRANCH STARTS WE

### Enjoys Success Since Opening L Branch for Auto Owners.

The new branch of the Empire Tire Company of this city is now in full swing. When a reporter called upon them he was met with a hustle and bustle which is an indication of the makers' and dealers' appreciation of being able to secure the Empire product without any vexatious delays.

The growth of this company has been wonderful. From a factory producing a tire a week into a magnificent modern factory producing an endless stream of tires that are being sent to all points of the country is what has been accomplished by the Empire Tire Company. It is the old story, the public's approval of a well manufactured article, and Indianapolis well feel proud of securing a tire company branch of this caliber.

## Bronchos Give Way Now to Motor Cars

"Even cowboys have discarded bronchos and are now using automobiles on their Western ranches," declares F. A. Barlow, general sales manager of the Overland Automobile Company of this city.

"Only recently," continued the head of the sales department of the company, whose wonderful growth in a couple of years has staggered automobiledom, sold fifteen Overlands to the J. M. Triangle ranch, in the Texas panhandle. Each car is equipped with a box on the back, containing pliers, staples, post-hole diggers and wire stretchers. The cowboys can cover seventy-five miles a day in our Overlands, while the best horse could get out of a horse was twenty miles daily, and since the installation of the cowboy motoring the ranch owners

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"With this unsatisfactory situation confronting automobile racing, why should we not avail ourselves of the experience of a much older line of sport—namely, horse racing, wherein various protective measures have been devised for safeguarding the interests of the public as well as of contests. I refer particularly to the regulations covering what are known as selling races. I believe that these regulations could be applied with advantage to all stock car racing in this country, with the result that any car entering a stock car race could be claimed by any other contestant in the race on payment of the list price of the car.

"By the enactment of such an amendment to the automobile racing rules, motor racing in this country would receive a tremendous boom. There are many manufacturers and agents who would be very willing to engage in various kinds of speed contests if they were assured that they would be confined to stock models."

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## Bronchos Give Way Now to Motor Cars

"Even cowboys have discarded bronchos and are now using automobiles on the Western ranches," declares F. A. Barker, general sales manager of the Overland Automobile Company of this city.

"Only recently," continued the head of the sales department of the company whose wonderful growth in a couple of years has staggered automobiledom, "I sold fifteen Overlands to the J. M. Triangle ranch, in the Texas panhandle. Each car is equipped with a box on the back, containing pliers, staples, post hole diggers and wire stretchers. The cowboys can cover seventy-five miles a day in our Overlands, while the best team could get out of a horse was twenty-five miles daily, and since the installation of cowboy motoring the ranch owners have found out that fifteen men can do the work of fifty."

As Mr. Barker "punched cattle" for several years, he is quite familiar with his subject and speaks authoritatively. He is negotiating with several ranch owners for the purchase of Overlands for similar work. The fact that the Southern western territory has ordered almost \$4,000,000 worth of Overlands for 1910 delivery would indicate that the farmer and the rancher are beginning to realize the utility of motor-propelled vehicles.