

# Officials of Indianapolis Speedway.

C. G. Fisher, president; A. C. Newby, vice president; F. H. Wheeler, second vice president; J. A. Allison, secretary-treasurer; C. G. Fisher, managing director; C. W. Sedwick, director of contest; P. P. Willis, assistant director; T. E. Myers, auditor; Capt. W. P. Carpenter, director of public safety; Paul R. Martin, general press director; William Schimpf, chairman contest board; David Beecroft, representative contest board; Laurens Enos, honorary referee; A. R. Pardington, referee; F. E. Edwards, chairman technical committee; Charles P. Root, starter; Joseph Frisby, director of timers; John Cox, director of scorers; Ellis Hunter and Will J. Dobyms, scorers.

Board of Judges—Howard Marmon, H. B. Joy, Henry Ford, Roy Chapin, F. A. Selberling, H. S. Firestone, Howard Coffin, J. N. Willys, W. H. Brown, Thomas Hay, J. L. Gavin, G. A. Pfeffer and George M. Dixon.

Umpires—George Weidley and Harry Hammond.

John P. Dods, announcing director; J. A. Barclay, director of signals; Carl Walerick, clerk of course.

Assistants to Contest Director—Homer McKee, W. L. Esterly, T. B. Shoemaker; John G. DeLong, assistant starter.

Assistant Technical Committee—B. Salzgaber, Henry Law, Chester Ricker, Harry Vissering and D. S. Hatch; A. S. Heskell, assistant scorer; H. C. Bradfield, chairman press reception; Dr. Frank R. Allen, surgical director; Frank L. Moore, superintendent gates and roads; W. S. Gilbreath, paddock manager; E. B. Pierce, superintendent.

## THREE WHITE TRUCKS MAKE CLEAN RECORD

### Stand Up Under 288-Mile Run Under Supervision of Government Officials.

Final scores in the Washington motor truck reliability and economy contest, which was held last week under the observation and indorsement of government officials composing the United States General Supply Committee, show that the three White trucks that were entered

the hills proved too much for nine of the trucks, and they were assisted to the top.

Over most of the route the government officers rode on the trucks, but in order to observe their work on the worst hills, the officials went ahead in touring cars and alighted to await and watch the trucks.

The contest was divided into eight classes according to load capacity, but the greatest interest centered in the 1,500 and 3,000-pound classes, in which three-fourths of the competing trucks were entered. In the remaining classes there was little or no competition. White trucks won the 1,500-pound class, the 3,000-pound class and the United States Army ambulance division.

The 1,500-pound White used only 22½ gallons of gasoline on the entire trip, less than any other truck in the contest, while the 3,000-pound White used twenty-seven gallons, making a perfect score and carrying its rated load at a lower cost per ton-mile than any other perfect score truck in the contest. Only one truck, the White, made a perfect score in the ambulance division.