

# MOTOR SPEEDWAY TO BE BEST IN WORLD

*Lanky*

Articles of Incorporation to Be  
Filed Tomorrow, Assuring  
Great Auto Track.

## BIG BALLOON RACES IN JUNE

Officers of \$250,000 Incorporation  
Promise to Have Course  
for Ozone Sailors.

The much talked of motor speedway in Indianapolis, to vie with the Vanderbilt and Savannah courses in attracting the world's prominent automobile races, materialized yesterday when the Indianapolis Motor Speedway Company, capital \$250,000, prepared its articles of incorporation to be filed tomorrow.

The course is to be located on the northwestern outskirts of Indianapolis, west of the Emrichsville bridge. Deeds for the property, covering 325 acres of ground, have already been secured and an engineer's office has been established on the site, which is now being surveyed. The track is only four and a half miles from the center of the city and is reached by train and trolley.

Contract has been made with the Aero Club of America—the national balloon organization—to have the course finished by June 1 in order to serve as the starting point of the next national balloon meet, which is to be held in June. The speedway company is to lay four miles of six-inch pipe from Indianapolis, to supply the balloons with gas. Eight contestants have already entered the national race, including A. Holland Forbes of New York, who is competing with

SHE

# MOTOR SPEEDWAY TO BE BEST IN WORLD

Lanky

Articles of Incorporation to Be  
Filed Tomorrow, Assuring  
Great Auto Track.

## BIG BALLOON RACES IN JUNE

Officers of \$250,000 Incorporation  
Promise to Have Course  
for Ozone Sailors.

The much talked of motor speedway in Indianapolis, to vie with the Vanderbilt and Savannah courses in attracting the world's prominent automobile races, materialized yesterday when the Indianapolis Motor Speedway Company, capital \$250,000, prepared its articles of incorporation to be filed tomorrow.

The course is to be located on the northwestern outskirts of Indianapolis, west of the Emrichsville bridge. Deeds for the property, covering 325 acres of ground, have already been secured and an engineer's office has been established on the site, which is now being surveyed. The track is only four and a half miles from the center of the city and is reached by train and trolley.

Contract has been made with the Aero Club of America—the national balloon organization—to have the course finished by June 1 in order to serve as the starting point of the next national balloon meet, which is to be held in June. The speedway company is to lay four miles of six-inch pipe from Indianapolis, to supply the balloons with gas. Eight contestants have already entered the national race, including A. Holland Forbes of New York, who in company with

SHR

meet, which is to be held in June. The speedway company is to lay four miles of six-inch pipe from Indianapolis, to supply the balloons with gas. Eight contestants have already entered the national race, including A. Holland Forbes of New York, who, in company with Augustus Post, miraculously escaped unhurt in a fall of over 3,000 feet when the ill-fated balloon Conqueror burst over Berlin in the international race last fall. The Conqueror has been patched up since the accident and in it Mr. Forbes, who is president of the national association, will again seek the clouds.

#### Airships to Soar Here.

The prevailing winds at Indianapolis are usually either north or east, so that the terminus of the race is expected to be either Nova Scotia or the Atlantic coast of the United States. Another balloon, the Chicago, manned by Carl G. Fisher and Capt. Bumbaugh, entered in this race, created quite a thrill in aeronautic circles last fall by making an ascension here, using an automobile for a basket. The Chicago is the largest balloon in America.

The Indianapolis Speedway is very hopeful of securing the National Stock Chassis race of 1909, soon after the completion of the track, and has obtained trophies costing as high as \$5,000 each in order to lure the most famous of the world's motor racers to its international meets. The distances and classifications in the races are not to be determined upon until the motor car manufacturers and the American Automobile Association can agree upon a set of rules to govern American races.

The design of the track is unique. The outer circular track is a course of two miles, fifty feet wide, and banked at the curves to stand a racing speed of 100 miles or more per hour. Inside this track is a winding course, twenty-five feet wide, banked to permit a speed of sixty miles per hour. The inner course connects with the outer one, and may be used, when desired, to give a five-mile lap, affording plenty of the curves, without which no international race is deemed sufficiently strenuous for the cars or sufficiently exciting for the spectators.

#### Safest Track In World.

As compared with existing race courses, however, unusual provision for safety has been made. The curves are very broad, the ground is all level, and there are no fences or buildings within fifty feet of the track. There are to be three main grand stands and twenty individual ones, all seats being ten feet above the ground. Instead of remaining at one point and seeing the cars for but a moment, it will be possible for the spectators to see every part of the course. Policing the track will be infinitely simple as compared with the conditions prevailing at the Savannah and Vanderbilt Cup races.

The officers of the Indianapolis Motor Speedway Company are all well known in

## "HOLDOUTS"

### BRIGADE GETS

CENTRAL LEAGUE M

ING TO TAKE IN RE

STITUTES FOR BO

SUGAR SA

TERRE HAUTE, IN

bers of the "Hold Out

ceive scant attention

Central League team

fact that the manager

terminated stand on the

probably will prompt r

who fuss about the t

tracts to sign with little

of independent fellows

cruits, and of these a

there are hundreds se

Central League.

Men on reserve by

teams, who make a s

salaries, are apt to sh

in the cold. The man

the theory that if th

more than they can affo

be in a faster league,

fellows who insist on

be given opportunities

#### Kicked Out of

Then the fact that th

more men than they

with is another thing t

the conditions which

general scaling down in

leagues can not afford

they have been allow

stars are being permit

selves out of the game.

"These fellows are all

ing out for big salaries,

today. "Stars are go

team, but the conditio

not justify managers pa

salaries. However, mo

reasonable, and only in a

they cause trouble this

The report that Cecil  
for the Boston National  
President Dovey becau  
did not come abou

ber in the international race last fall. The Conqueror has been patched up since the accident and in it Mr. Forbes, who is president of the national association, will again seek the clouds.

### Airships to Soar Here.

The prevailing winds at Indianapolis are usually either north or east, so that the terminus of the race is expected to be either Nova Scotia or the Atlantic coast of the United States. Another balloon, the Chicago, manned by Carl G. Fisher and Capt. Bumbaugh, entered in this race, created quite a thrill in aeronautic circles last fall by making an ascension here, using an automobile for a basket. The Chicago is the largest balloon in America.

The Indianapolis Speedway is very hopeful of securing the National Stock Chassis race of 1909, soon after the completion of the track, and has obtained trophies costing as high as \$5,000 each in order to lure the most famous of the world's motor racers to its international meets. The distances and classifications in the races are not to be determined upon until the motor car manufacturers and the American Automobile Association can agree upon a set of rules to govern American races.

The design of the track is unique. The outer circular track is a course of two miles, fifty feet wide, and banked at the curves to stand a racing speed of 100 miles or more per hour. Inside this track is a winding course, twenty-five feet wide, banked to permit a speed of sixty miles per hour. The inner course connects with the outer one, and may be used, when desired, to give a five-mile lap, affording plenty of the curves, without which no international race is deemed sufficiently strenuous for the cars or sufficiently exciting for the spectators.

### Safest Track in World.

As compared with existing race courses, however, unusual provision for safety has been made. The curves are very broad, the ground is all level, and there are no fences or buildings within fifty feet of the track. There are to be three main grand stands and twenty individual ones, all seats being ten feet above the ground. Instead of remaining at one point and seeing the cars for but a moment, it will be possible for the spectators to see every part of the course. Policing the track will be infinitely simple as compared with the conditions prevailing at the Savannah and Vanderbilt Cup races.

The officers of the Indianapolis Motor Speedway Company are all well known in American automobile circles. Mr. Carl G. Fisher and Mr. James A. Allison of the Prest-O-Lite Company are president and secretary, respectively; Mr. A. C. Newby of the National Motor Vehicle Company, vice president, and Mr. F. H. Wheeler of the Wheeler-Schebler Carbureter Company, second vice president.

## BRIGADE GETS

CENTRAL LEAGUE MA

ING TO TAKE IN RE

STITUTES FOR BO

SUGAR SA

TERRE HAUTE, IN

bers of the "Hold Out

celve scant attention

Central League teams

fact that the manager

terminated stand on the

probably will prompt m

who fuss about the te

tracts to sign with little

of independent fellows

cruits, and of these a

there are hundreds se

Central League.

Men on reserve by

teams, who make a s

salaries, are apt to sh

in the cold. The man

the theory that if th

more than they can affo

be in a faster league,

fellows who insist on

be given opportunities

### Kicked Out of

Then the fact that th

more men than they

with is another thing t

the conditions which

general scaling down in

leagues can not afford

they have been allow

stars are being permit

selves out of the game.

"These fellows are al

ing out for big salaries,

today. "Stars are go

team, but the conditi

not justify managers pa

salaries. However, mo

sonable, and only in a

they cause trouble this

The report that Cecil

for the Boston National

President Dovey becau

did not come along wh

tract has brought this

attention. Fergy is a

did good work for Bos

he says that the differ

and the team owner a

sequence. The probabl

will sign and deliver h

tinge.

MARION TAKES REVENUE