

July 1, 1915

## Speedway Organization Incorporated

Speedway Assn. of America formed, Officers Elected—  
Will follow Baseball Ideas

CHICAGO, ILL., June 25—*Special Telegram*—Seven representatives of the Indianapolis, New York and Twin City speedways met here this afternoon, adjourned the meet at Hammond, Ind., a Chicago suburb, this evening and there effected the permanent organization of the Speedways Assn. of America by filing its corporation papers with the Secretary of State of the Hoosier commonwealth and electing officers and a board of managers.

The Speedway Assn. of America was born at Indianapolis just prior to this year's Hoosier classic. Representatives of the Indianapolis, Twin City, New York, Tacoma, Sioux City, Omaha and Chicago speedways were in attendance and a temporary organization was effected. Not until the association had been incorporated, however, was the organization in a position to start its campaign for the advancement of speedway racing and to take such important action was the purpose of to-day's session.

Edward E. Gates, chief attorney for the Federal baseball league and a resident of Indianapolis acted for the speedway associations drawing up the incorporation papers and filing them this morning. As soon as word was received that incorporation papers had been granted the seven representatives boarded a train for Hammond where the first stockholders meeting was held, the incorporation laws of Indiana stipulating that a company incorporated in that State must hold its first stockholders' meeting within the boundaries of that commonwealth. At the stockholders' meeting a constitution and by-laws were adopted and the following officers elected:

### Temporary Board

President, Charles W. Sedwick, Indianapolis; vice-president, James C. Nichols, New York; secretary and treasurer, James A. Allison, Indianapolis; board of managers: Carl G. Fisher, Indianapolis; Jas. A. Allison, Indianapolis; F. H. Wheeler, Indianapolis; Charles W. Sedwick, Indianapolis; James C. Nichols, New York; Dr. C. E. Dutton, Minneapolis, and D. L. Wheeler, Minneapolis.

Although Chicago, Tacoma, Sioux City and Omaha were not represented at to-day's meeting officials of these four tracks agreed to become members of the association at the time of Indianapolis

## THE AUTOMOBILE

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session and admission blanks have been sent them. As soon as they apply for admission the board of managers will be changed in order that these four tracks may have representation on the board.

The chief aim of the speedways association is that of mutual protection and co-operation and its motives are not antagonistic to drivers, as many have been led to believe.

### Adopts Baseball Ideas

Each year it will adopt a schedule so that there will be no conflicts in dates, it also will be in a position to buy racing cars, a very scarce commodity at the present time, and will appoint a common representative to visit Europe and engage foreign drivers not for one race but for all contests promoted during the season. It will also classify speedways and put a stop to the practice of one promoter hanging up a larger purse than another in order to attract entries.

### Objects of Organization

The paramount aims of the new organization are best expressed in the following excerpts from the speedways association by-laws:

1—The objects of the association are to govern, contract and manage speedways for speed contests or other expeditions.

2—To secure the co-operation and participation in the same.

3—To encourage and promote the development, use and sale of motor cars and to promote speed contests as a pastime in America and other countries, and to surround it with safeguards such as will insure public confidence in its integrity and methods and improve the standard of skill and sportsmanship of the participants therein.

4—To establish uniform rules and regulations for such speed contests and exhibitions and for the safety of the drivers and public.

5—To protect the property rights of those engaged without sacrificing the spirit of competition.

6—To promote the welfare of drivers, mechanics and other participants by developing and perfecting them in their profession and aiding them in securing adequate compensation for expertness to protect and aid them to secure prizes.

7—To schedule dates and places for speed contests and exhibitions.

8—To foster and encourage the engaging of foreign entrants.

### N. A. C. C. Cross-Licensing Plans

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able than the member's individual patents.

3—It will cement the industry together in a co-operative spirit which is in keeping with the tendency of the times.

4—There has been little or no money made out of patents in the automobile industry, and it is not likely that any money can be made out of patents by litigating them, as the winner in a patent lawsuit seldom receives very much.

5—Legitimate profit should come from

proper manufacturing and selling of cars, and not from exploitation of patents which generally do not represent more than the incidental development of motor cars, for which engineers are generally responsible whether they take out patents or not.

6—The main thing is to establish a substantial business with patents only as a protection against patent litigation. Primarily, it should be the object to get business, as patents are merely incidental to business.

7—While everyone hopes to obtain good patents in the future it is apparent that the patents taken out by any one member are not likely to be as valuable to him as rights under patents taken out by 75 to 100 other members.

8—Each member will be left free to display his originality along the line of design patents.

9—The agreement is largely limited to chassis units and parts; that is to say, units and parts that are common to either trucks or motor vehicles primarily adapted to private passenger use. No attempt has been made to include undeveloped and rapidly evolving things such as loading and unloading devices, fire apparatus, tractors, etc.

10—It is an entirely new and original plan in line with the co-operative movement of the day, which has obtained in the automobile industry with better results than in any other field.

11—Equitable provision has been made to exclude and leave free for special consideration any basic or revolutionary patent of great value which may hereafter be developed within the organization of any member, thus encouraging a continued advance in the art but eliminating those patents of minor importance that are many times used for harassing purposes.

12—The plan requires the signature of sixty-one members owning at least 300 patents coming within the terms of the agreement before it becomes operative, which insures protection of the most substantial order for each manufacturer before he is required to grant any rights under his own patents.

### 300-Mile Race for Chicago Oct. 9

CHICAGO, ILL., June 29—*Special Telegram*—Encouraged over the success attendant upon the inaugural race run over their new track Saturday the directors of the Chicago speedway now are contemplating the promotion of another contest in the fall and have requested Chairman Kennerdell of the A. A. A. contest board to reserve Oct. 9, for such an event. According to present plans the fall race will be 300 miles in length and \$25,000 will be hung up in prize money.

### Maxwell Laboratory at Chicago Track

CHICAGO, ILL., June 28—Believing that the Chicago speedway offers unexcelled advantages for testing automobiles Ray Harroun, the former racing driver, who is now head of the engineering department of the Maxwell Motor Co., Detroit, has made arrangements to establish an engineering laboratory at the local track and this summer will try out all the new models on the 2-mile board oval.