

SPEEDWAY HAS HISTORY

PROVED A DREAM IN EMBRYO

FANCY, HOWEVER, DEVELOPS INTO A REALIZATION, AND ALREADY FAMOUS COURSE IS BRANDED GREATEST IN WORLD.

BY E. A. MOROSS.

From fancy to realization is a long journey. From the plan to achievement is a trip fraught with labor and turmoil. Well has Goethe written that "the summit of completed effort is ever in our eye, but with the summit in our eye we love to walk along the plain."

The history of the Speedway dates back many years and its achievement is the result of the labor and original idea of one man backed by the sportsmanship and love for the automobile industry, as well as the money, of three others.

Several years ago when automobile racing first became popular on circular horse tracks, Oldfield, Kiser, Fisher, Webb Jay and other names, some of them lost to the present day sport, were the popular ones in the public eye as sounded by the clarion voice of the press.

Among that galaxy of stars there was the one dreamer planning and looking into the future with the summit ever before him, though walking along the plain. Carl Fisher was discontented with the tracks over which he raced his fast racing cars and in confidential moments would tell the others of his dream of a track that would be large enough to attain the highest speed, and at the same time would be free from that dust, which was so rapidly decimating the number of skilled pilots of those days. In fact, since then, two of the number, Kiser and Webb Jay, have retired from the game on account of the fatal dust, which has sent them maimed and battered into speed oblivion, while Fisher, the third of the quartet, has returned to the more useful pursuit of building the foundation of that long-ago dream.

After a meet in the old days Fisher

Entrants in Big Speedway Events

Car.	Number of Entries.
Marion	3
Marmon	3
National	3
Stoddard-Dayton	10
Peerless	1
Chalmers-Detroit	3
Buick	15
Benz	1
Flat	1
Christie	1
Shadwick	1
Lozier	1
Knox	3
Apperson	3
Jackson	5
Velle	1
Total	58

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And what of these four men who compose the Indianapolis Motor Speedway Company, who have poured their gold as rain over the 328 acres that make up the Speedway Park?

To C. G. Fisher fell the lot of planning out the track and course, and well he has executed the work, as the praise of the outside world indicates. With his own and the money of his associates, wonders have been worked, and loyally this band of capitalist sportsmen have stood together.

A. C. Newby, president of the National Automobile Company and one of the Hoosier capital's leading financial men, was a suitable man for the position of vice president. His assistance has also been necessary and valuable. His factory and enterprises have suffered from the time that he has given the great race course over which six of his cars will race at the opening meet.

This is not the first enterprise as a sportsman that Mr. Newby has been interested in. When the bicycle industry was at its zenith, the famous Newby Oval was financed by him, and his name spread throughout the bicycle world in the same manner that his name is now being heralded by the more popular industry.

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After a meet in the old days Fisher

Entrants in Big Speedway Events

Car.	Number of Entries.
Marion	8
Marmon	3
National	3
Stoddard-Dayton	10
Peerless	1
Chalmers-Detroit	3
Buick	15
Benz	1
Flat	1
Christie	1
Shadwick	1
Lozier	1
Knox	3
Apperson	3
Jackson	5
Velle	1
Total	58

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After a meet in the old days Fisher would dream his dreams and tell of his plans, which were always in the future—and in the so distant future that few expected to see them realized.

Time—that great crucible in which all things are cast to be remolded—passed, and the dream was almost forgotten. The game had changed. The horse track racing, on account of its great danger, became gradually a thing of the past, and road events became more and more popular. Carl Fisher retired from the racing game to embark in commercial pursuits.

"Through the veins of this vast country flows that mighty tide of trade, the calm health of nations," and at the one industry founded by C. F. Fisher and J. A. Allison their names rank first and foremost. It was then that the dream of long ago was to be realized.

The Indianapolis Motor Speedway Company was organized and the capital subscribed by four men, who were to own it outright. No stock was to be sold to outsiders, who might hamper the work which was to bring the name and fame of the city of Indianapolis before the outside motor world as no city has ever been exploited.

C. G. Fisher was elected president of the company, A. C. Newby first vice president, F. H. Wheeler second vice presi-

dent and J. A. Allison secretary and treasurer.

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Wheeler Is Prominent.

F. H. Wheeler of the firm of Wheeler & Schebler is one of the prominent men that the great automobile industry has cast from its financial sea. The most valuable trophy ever contended for in the world has been donated by him—the Indianapolis Motor Speedway Trophy, or the Wheeler-Schebler Cup.

This event forms the great classic of the meet and will be contested for Aug. 21, when the greatest array of drivers in the world will meet in keen and exciting competition.

This will be a battle of giants, at which the pygmies will be torn in twain as though by mountain chains. As second vice president, Mr. Wheeler has been a most appropriate official. The generous donation of the cup that bears his name has been but the least part of the financial assistance that he has rendered the great Speedway.

J. A. Allison, secretary and treasurer, is one of the most prominent young business men of the city of Indianapolis. Interested in several successful enterprises and as a business associate of C. G. Fisher, his selection as secretary and treasurer has meant great neglect to his many interests which naturally have suffered, though it did not need this to prove his

"Service for the