

# SPEEDWAY TO HOLD SIX MEETS IN 1910

Management Announces Plans  
at Famous Race Course for  
Next Year.

## FOUR RACE EVENTS IN LIST

Remainder of Season's Program  
to Be Aeronautic and Avia-  
tion Contests.

According to the plans of the management of the Indianapolis Motor Speedway the famous auto racing course will be the scene of six big meetings during the year of 1910. Four of these meetings will be confined to automobile races and the remaining two will be aeronautic and aviation meets. These meets, however, will not interfere with the speed trials which are to be held on Dec. 10 or 11 of this year.

E. A. Moross, director of contests at the Speedway, is enthusiastic over the outlook, and is free to predict that Indianapolis will be more in the limelight next year from a racing standpoint than any city in the United States. In an interview he said:

"In 1910 there will be six events at the Speedway of from two to three days each. These events will be held monthly from May to October. Four of the events will be for automobiles of three days each for each meet, while two will be aeronautical and aviation meets, the latter being of two days each.

## Enters Automobile Industry in Indiana



S. S. BALSAM.

S. S. Balsam of Pittsburg has taken charge of the accessories department of the Indiana Automobile Company. Balsam formerly was connected with one of the largest automobile firms in the East at Pittsburg.

meets. The Atlanta track infield is hilly and rough and it will require \$50,000 to make an aviation field out of it. It is also only two miles in circumference and ours two and one-half miles. This gives us much the better of the grounds for size.

The local Speedway's inner field is now being graded and the aeroplanes now at the track will soon be practicing, while the Indianapolis Motor Speedway will surely rank as the greatest aviation field in the United States when this work is done.

"I stopped at Cincinnati to witness the aeroplane races, and the small field of Latonia prohibited even a creditable performance, none of the disadvantages of

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### Supported the Meet.

"The thing that really impressed me at the Atlanta meet was the local support that the Speedway received. The city gave a \$10,000 trophy and \$10,000 cash; all the stores were decorated with the Speedway colors, and Friday, Nov. 12, was Atlanta day.

"Every place of business in the city was closed on this day, and it was the best attended day of the entire meet, in fact, exceeded the attendance of any previous day by almost 50 per cent.

"The track was much smoother than our course on the opening day, though the grounds and equipment can not compare with the grounds and equipment at Indianapolis, while the time made next month will demonstrate the real worth of the two courses.

"Less than three-eighths of a mile of brick remain to be laid, when the new Indianapolis Motor Speedway will again be opened to the public. The seating capacity has been doubled, while the graded space each side of the track has been widened to decrease the possibility of accident.

### Will Kill Real Racing.

"Plans for speedways in Detroit, Cleveland and New York are still under way, and I expect to see them built during the coming winter and spring. This will encourage a series of race-course events that will without doubt relegate road racing to oblivion.

"Entry blanks for the speed trials of December will soon be published, while it is possible that there will be aeroplane flights by the Farman machine now on the grounds; also a flight by Carl Fisher's Indianapolis Star, which is the largest dirigible in the United States.

"Another feature about our track is the fact that it is suitable for aviation

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"I stopped at Cincinnati to witness the aeroplane races, and the small field of Latonia prohibited even a creditable performance, none of the disadvantages of which will be found here.

"Our record for the greatest field contestants that have ever faced a starter were not lowered, as they had but thirty-four cars entered at Atlanta, while we had sixty-four. And with our advantage for location in being right in the heart where the automobile industry flourishes, we will be able to increase this field at our events next spring."

## CAR CLIMBS BIG MOUNTAIN.

### Maxwell Runabout Performs Remarkable Feat in Georgia.

What is regarded as the most remarkable hill-climbing feat ever accomplished by an automobile was the run up Stone Mountain, near Atlanta, Ga. on Nov. 11. The car with which this seemingly impossible feat was accomplished was a 12-horse-power Maxwell runabout, the same which only a few days previous had won the principal trophy in the New York-Atlanta good roads tour and completed the Savannah-Atlanta endurance run with a perfect road score. To give the reader an idea of the difficulty of this climb it is only necessary to say that Stone Mountain is fully 1,800 feet above sea level, that the summit has never been reached by any sort of conveyance and that the ascent is so steep that even pedestrians have to take off their shoes in order to gain a fairly safe foothold. The sturdy little Maxwell scaled the mountain entirely under its own power, without any special preparation other than the provision of air pressure, by means of which the gasoline was forced to the motor. The start from Atlanta was made about 1 o'clock and the ascent itself was made in forty minutes. In order to forestall any controversies of the Cook-Pearry order C. W. Kelsey, the originator of the run, left the machine on the summit, where more than 500 people viewed it during the next day.