

SPEEDWAY ADDS TO INDIANAPOLIS

First Meeting Indicates that
\$650,000 Project Will Be
Success.

SCENE OF MANY BIG EVENTS

Automobiles, Balloons, Aeroplanes,
Motorcycles and Other Big At-
tractions to be Seen There.

The first automobile race meet on the Indianapolis motor speedway, which will end this evening with the completion of the Wheeler & Schebler \$10,000 trophy race, is expected firmly to establish the fact that the \$650,000 speedway venture is to be a success. Notwithstanding that the inside track of 2½ miles is not completed and that the big outside course of the same distance was barely made fit for the racing cars, many world's records have already been broken. The general prediction of motoring experts that all records will eventually fall on the course bids fair to be borne out when the finishing touches have been added to the track and it is put in the best possible condition.

Indianapolis business men, has much to Indianapolis. The first days of racing on the new course the city's name known through world where there is interest in automobile racing game. News shattering of world's records, flashed to all parts of the civilized together with the fact that marks were made in Indianapolis.

No race course or any other amusement place ever received more publicity than did the Indianapolis way. The public was led to expect things of it and although the performances of the present week are small in comparison with what is expected to they have more than come up to expectations of the experts in fact with the true track conditions.

Possibilities Are Great.

If records can be demolished in wholesale manner as an uncompleted track experts naturally wonder what happen when the course is put in shape for the lighter and higher cars. De Palma's Fiat Cyclone, in the races this week, was not for the reason that it is too light to run at full speed over the rough track. Going at full speed over the rough track in the present condition, the Cyclone would be as unsteady as a bark on a tempestuous sea, according to De Palma. The same would be true of the eight-cylinder Buick, built especially for Louis Strang, which was not in the Indianapolis races for the same reason.

The big corps of track builders set to work again Monday, the track will be rushed to completion. The outside course will be improved and made ready for future races. A four-hour race has been scheduled for Friday and Saturday, the 24 and 25, in addition to a series of shorter events. There will be all night and the track and grounds is said, will be lighted by a \$1,000,000 O-Lite plant.

The liberal patronage of the public at the opening race meeting has convinced the motor speedway officials the efforts to give Indianapolis one of the biggest attractions in the world have been appreciated. They stated that to forty thousand spectators.

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No race course or any other amusement place ever received more publicity than did the Indianapolis way. The public was led to expect things of it and although the performances of the present week are small in comparison with what is expected to come up to the expectations of the experts in view with the true track conditions.

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If records can be demolished in a wholesale manner as an uncounted number of track experts naturally wonder what will happen when the course is put in shape for the lighter and higher cars. De Palma's Fiat Cyclone, in the races this week, was not run at full speed over the rough track. Going at full speed over the track in the present condition, the Cyclone would be as unsteady as a bark on a tempestuous sea, according to De Palma. The same would be true of the eight-cylinder Buick, built especially for Louis Strang, which was not in the Indianapolis races for the same reason.

The big corps of track builders set to work again Monday, the track will be rushed to completion. The outside course will be improved and made ready for future races. A four-hour race has been scheduled for Friday and Saturday, September 24 and 25, in addition to a number of shorter events. There will be all night and the track and grandstands, it is said, will be lighted by a 12,000 O-Lite plant.

The liberal patronage of the opening race meeting has convinced the motor speedway officials of the efforts to give Indianapolis one of the biggest attractions in the world. They stated that more than forty thousand spectators were present at the races on the first two days and the attendance was highly satisfactory. Hundreds of spectators came from all parts of the country but the majority were from Indianapolis, Indiana and other

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Indianapolis business men, has added much to Indianapolis. The first two days of racing on the new course made the city's name known throughout the world where there is interest in the automobile racing game. News of the shattering of world's records has been flashed to all parts of the civilized world together with the fact that the new marks were made in Indianapolis.

No race course or any other public amusement place ever received more publicity than did the Indianapolis speedway. The public was led to expect great things of it and although the performances of the present week are small by comparison with what is expected to follow they have more than come up to the expectations of the experts in real touch with the true track conditions.

Possibilities Are Great.

If records can be demolished in a wholesale manner on an uncompleted track experts naturally wonder what will happen when the course is put in perfect shape for the lighter and higher powered cars. De Palma's Flat Cyclone, entered in the races this week, was not started for the reason that it is too light to be run at full speed over the rough track. Going at full speed over the speedway track in the present condition, the Flat Cyclone would be as unsteady as a small bark on a tempestuous sea, according to De Palma. The same would be true of the eight-cylinder Buick, built especially for Louis Strang, which was not started in the Indianapolis races for the same reason.

The big corps of track builders will be set to work again Monday, the inside track will be rushed to completion and the outside course will be improved and made ready for future races. A twenty-four-hour race has been scheduled for the speedway Friday and Saturday, September 24 and 25, in addition to a program of shorter events. There will be racing all night and the track and grounds, it is said, will be lighted by a \$15,000 Prest-O-Lite plant.

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 was highly satisfactory. Hundreds of the
 spectators came from all parts of the
 country but the majority were from In-
 dianapolis, Indiana and other nearby
 points, who will attend succeeding events
 as a matter of course.

Big Race on Card Today.

The last race of the meeting at the
 close of today's program, the 300-mile
 event for the \$10,000 Wheeler & Schebler
 trophy, was also the biggest. This trophy
 is the most valuable ever offered
 for an automobile race. It is of
 solid silver, beautifully designed,
 and over eight feet high. This
 race is practically a free-for-all event
 and some of the most famous drivers in
 the country were named to start. The
 entries included an Apperson, driven by
 Lyle, a Lozier, driven by Mulford, Na-
 tionals, driven by Oldfield, Aitken and
 Merz, a Marmon, driven by Stillman;
 two Stoddard-Daytons, a Fiat, driven by
 Hearne; Buicks, driven by Strang, Chev-
 rolet and Burman, and three Marions.

On account of the 300-mile race, which
 was expected to last more than four
 hours, the remainder of the closing day's
 program was light. It included four
 other races, a fifteen-mile free-for-all
 handicap, a ten-mile race for the ama-
 teur championship, a twenty-five-mile
 free-for-all open event and a consolation
 race of five miles.

Exodus to Begin Tonight.

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