

BIG RACE SPELLS MOTOR PROGRESS

Speedway Event Compels Admiration for Advances in Auto Building.

FIRST PLANS BROUGHT LAUGH

Men Who Proposed Track Have Seen Smiles Change to Look of Admiration.

When the first self-propelled vehicle was made to run—and then, more remarkable, was actually stopped at will—people laughed. That laugh soon changed into an ever-increasing cheer all over the world.

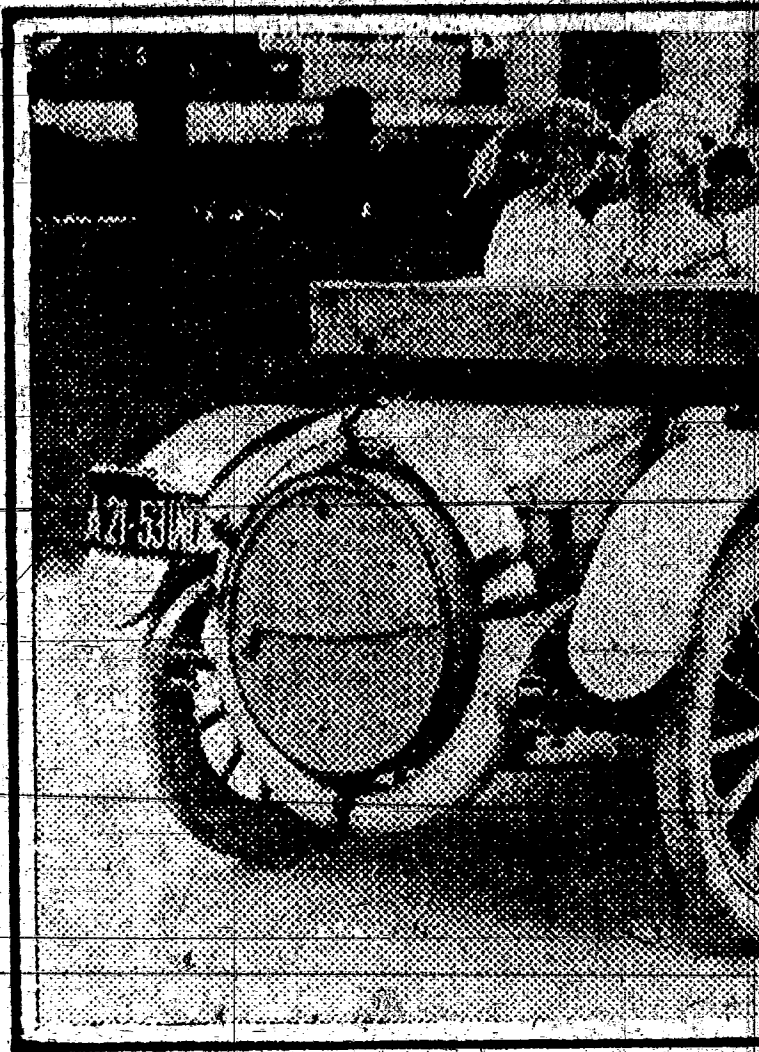
When four Indianapolis men presumed to suggest a speedway upon which automobiles would be raced at unheard-of speeds the same people smiled knowingly. That smile has changed into a look of surprise and admiration.

Such is the progress in Indiana, where the first car was built and where the fastest time with motor cars has been made.

These four men who conceived the now world-famous Speedway are Carl Fisher, A. C. Newby, James Allison and Frank Wheeler, all connected with the motor car industry of Indianapolis.

In 1909 the first meet was held on the 2½-mile Speedway. The track was not paved then. At that time one manufacturer watched his cars practice and suggested that the day would come when he could do a mile a minute on the track. Last year cars traveled at the rate of 100 miles an hour on the

Motorist Has Party



Mrs. R. L. Mellett finds no difficulty in ta although she drives a roadster. Her Buick friends and she daily spends many hours on

READY FOR VISIT OF FOREIGN ENGINEERS

Local Entertainment Committee of S. A. E. Completes Plans—Britishers Come Friday.

Last year cars traveled at the rate of 100 and more miles an hour on the Speedway. Such is the rapid growth in motor car building.

HELPS MOTOR INDUSTRY.

The Speedway has done much for the entire motor car industry; it has done much for the particular car builders who entered their product; it has done much for the city of Indianapolis and, more surprising, it has declared dividends for the owners.

The next contest to be waged for cylinder supremacy will be held May 30. At that time American-made and foreign-built cars, driven by intrepid experts, will go after the international championship in the 500-mile race, 200 times around the 2½-mile track, which has been paved with brick.

Last year the largest paid admission that ever attended a sporting event in the history of the world paid real money to come inside of the speed arena and watch the National car hang up a new world's record. Last year a race was marked by two or three unusual features, the two cars that gave the National the hardest fight for victory were two European cars, a Mercedes and a Fiat. The National's actual running time was 81.72 miles per hour. The Mercedes, driven by Ralph DePalma, made a marvelous race, going out in a dramatic fashion that brought sighs of regret from every one just as the worthy pilot was nearing the end.

Joe Dawson, an Indianapolis boy, drove the National to victory last year and the year before that in the first 500-mile race. Ray Harroun, another Indianapolis boy, drove the Marmon "Wasp" to victory. Harroun's elapsed time average was 71.64 miles an hour.

Who will win this year is a matter that even the most skilled "railbirds" hesitate to predict. The record as now hung up is fast; some of the foreign entries are puzzlers, as no one knows just what they are capable of; some of the American-made cars may spring some surprises and the Hoosiers are eager that the record be kept at home.

The Speedway has had a practical benefit furnishing an exhilarating sport and gala holiday carnival. It has been a great manufacturing adjunct. The manufacturer who can put his craft through miles of sustained terrific speed and then make an analysis of his car, every part of it, can learn a great deal.

This is proved true by the fact that when the track was first built the cars could not produce nearly as great speed as they can today. In the early days the cars were not as perfect as now; were not as reliable; were not as sure under every emergency as now. A race is a white-heat test upon every ounce of power and every fiber of strength that furnishes the public its unimpeachable

The local committee of the S. A. E. has completed its plans for the entertainment of the visiting English engineers, members of the Institute of Automobile Engineers and the Society of Motor Manufacturers and Traders, who will be in attendance at the 500-mile race Memorial day.

The members of the committee are W. G. Wall, G. A. Weidley, Harry Stutz, Carl G. Fisher, Howard Marmon, Charles Crawford, W. O. Kennington and George T. Briggs.

The visitors will arrive in Indianapolis next Friday morning at 7:30 a. m. They will be taken to the race course in Speedway specials. Private stands have been erected from which they will view the race. Luncheon will be served during the event. After the race there will be dinner at the University Club.

Next Saturday the British party will be collected at the Claypool Hotel at 9 a. m. They will be taken to the carburetor plant of Wheeler & Schebler, said to be the largest in the world. This plant will be thoroughly inspected, after which they will go to the plant of the Prest-O-Lite Company.

Luncheon will be served at the Canoe Club. The visitors will be given a drive about the city in the afternoon. Dinner will be served at the Home Circle Club, near Broad Ripple. The visitors will leave for Detroit at 9 o'clock Saturday, where the automobile factories will be visited.

CUPS ARE AWARDED.

The ocean-to-ocean lecture tour of J. Leo Sauer, chairman of the legal action committee of the Federation of American Motorcyclists, was so successful, both in increasing the F. A. M. membership and in bringing about a better fellowship between the members, that an annual tour of this sort will probably be made a permanent feature of the Federation's activities.

Four hundred and fifty new memberships were given to Mr. Sauer in the thirty-eight cities visited by him. The largest number from any one city was 113, which were turned in by the Cleveland (O.) Motorcycle Club. The presentation to this club of the cup offered by the F. A. M. as a prize to the club handing Mr. Sauer the largest number of new memberships, will be made at the Ohio state convention, June 21.

The attendance cup was won by the St. Louis Motorcycle Club. Three hundred riders were present at the St. Louis meeting.

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The public sees in a perfectly fair contest just what the various cars can do, and this is the judgment of actual tests. Touring is not nearly as hard a test upon a car's makeup as the 500-mile race.

BOOSTS INDIANAPOLIS.

The Speedway has caused the world to know more about the beautiful city of Indianapolis. It has caused the automobile dealers all over the country to come to Indianapolis automobile factories for their product instead of going to Detroit. It has caused a general quickening of civic pride and educated the world to the many superior features of Indianapolis, such as its ideal shipping facilities and interurban lines. The Speedway has been the greatest advertisement for Indianapolis the city has ever had.

This speed battle ground contain 328 acres; the grounds will accommodate 200,000 people; there are parking spaces for 10,000 automobiles; the turns of the track are banked sixteen feet and have a radius of 1,500 feet; 3,500,000 brick were required to pave the track; and there are forty-one buildings within the enclosure.

The prize money for the winner of the 500-mile race is divided into ten prizes, the first being \$20,000.

Following are the cars that finished in the first 500-mile race in 1911, in order as they finished: Marmon, Lozier, Fiat, Mercedes, Marmon, Simplex, National, Amplex, Knox, Jackson, Stutz and Mercer.

There were twenty-eight other cars entered, but only the first twelve were counted.

Last year the cars that finished and the order in which they crossed the tape at the conclusion of the 500 miles of running were: National, Fiat, Mercer, Stutz, Schacht, Stutz, White, Lozier, National, Knox. Only the first ten were counted last year.

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Mr. Sauer's suggestion that greater co-operation would be possible if motorcyclists would form local associations in each state was received with approval by the riders, and such state associations are rapidly being formed.

Clearing House Held Best Plan

With larger and more commodious quarters for the automobile clearing house, several more of the Indianapolis dealers have turned over their used cars to the clearing house for sale, according to E. J. Kane.

The building at 330 North Illinois street, formerly occupied by the Capitol Garage, gives better quarters for the display and the selling of used cars than the clearing house had in the old quarters; though the Wabash street building is to be retained as a service station. The second floor of the building will be occupied by a paintshop and the third by a repair shop.

"There are a lot of automobile men still worrying about the sale of used cars," said Mr. Kane, "but the clearing house idea supported by dealers seems to be the best plan, theoretically at least."

"The dealers in used cars have agreed that the cars should be properly guaranteed; that no extravagant statements should be made about the cars; that cars should be listed for sale so that the purchaser is certain to get a good value."

"The used car supply is big enough to supply cars for everybody who does not care for the expense of purchasing a new car. The fact that a second-hand car depreciates in value does not mean that it is depreciated in utility in proportion."