

# AUTOS

Paving of the Speedway  
\$180,000--3,500,000 B

## DISQUALIFY DEATH AT AUTO SPEEDWAY

Motor Race Course Promoters  
Will Pave Track With Brick,  
Assuring Safety.

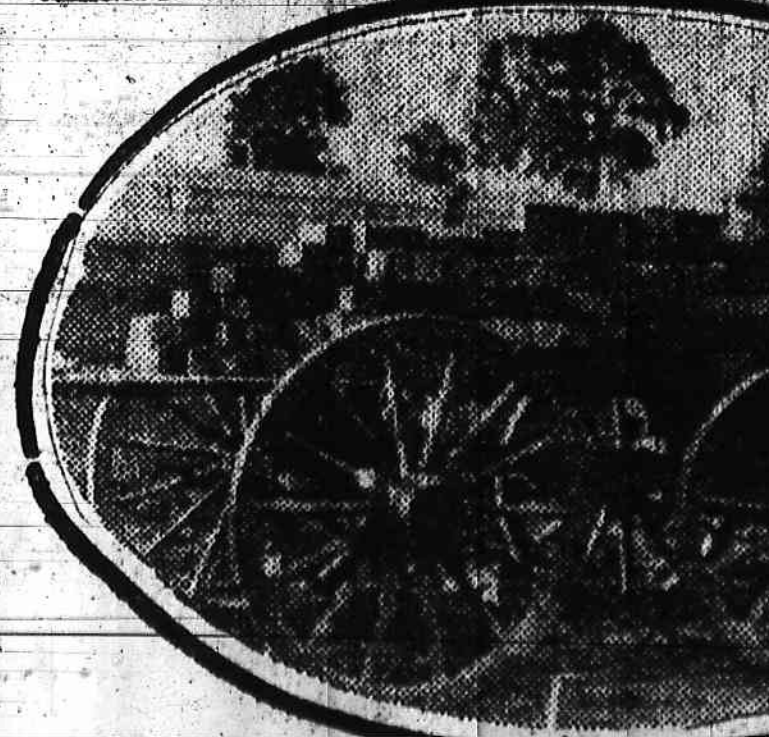
## COUNTRY WATCHING TEST

National Paving Brick Manufac-  
turers' Association Takes Keen  
Interest in Work.

Death will be disqualified as a competitor at the Indianapolis Motor Speedway if the present plans to pave the course succeed. Not only does this add interest to the track, because of increased safety and possibilities for more speed, but it will be the first race track in the world to be paved. This fact has caused representatives of the National Paving Brick Manufacturers' Association to take a keen interest in the test.

William P. Blair, a local representative of this association, said yesterday that every effort is being made to have this experiment prove a success, declaring that the entire world is interested because of the vital question of roadways. Municipal committees everywhere await the result of this work in order to have

## *Extensive Impro*



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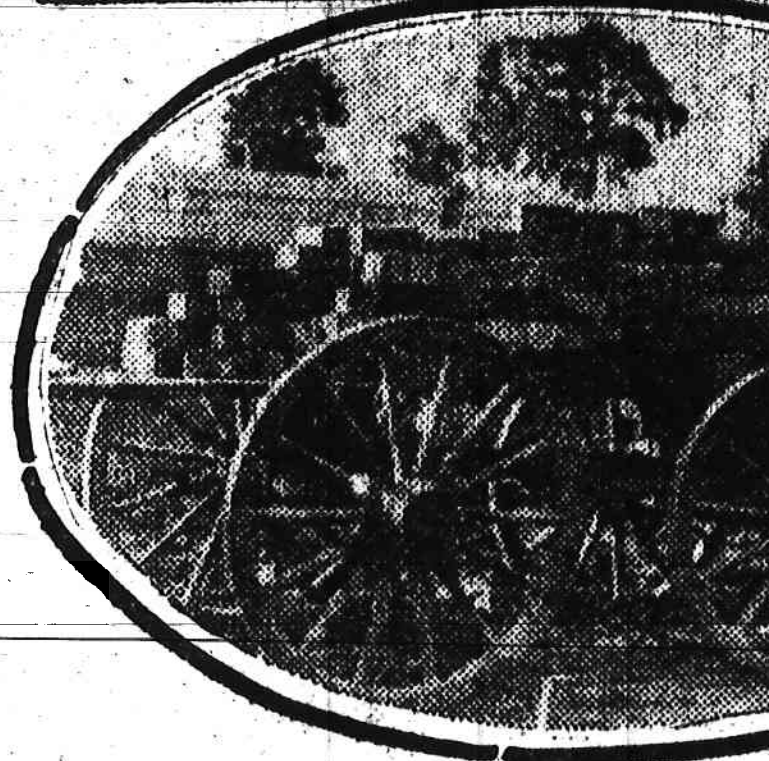
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The contract for half the distance has been let to Frank Meredith of Terre Haute. Police protection is provided day and night at the Speedway to guard against all possible schemes to make the work a failure in any respect.

"We do not suspect any one or any firm, but such things have been done," said one of the officials yesterday. Experts will be placed over the work of construction by the National Paving Brick Manufacturers Association in order to see that every inch of the track is laid in the best possible manner. It is considered by this organization as the best opportunity possible to prove what brick paving can be.

The question of safety is a big item,



**PART OF THE 2,500,000 BRICK  
TO BE USED**

The track will be as smooth as a billiard table and racing experts say that the recent fast time made on the old surface will hide for shame in the dust of the flying machines when they are turned loose on the improved course.

The twenty-four-hour race will not be put on this season most likely. A motor race meet will be held some time soon after the aviation carnival, scheduled for Oct. 14, 15 and 16.

It is the desire of Promoter E. A. Moross to hold a motor meet a few days prior to the opening of the Atlanta (Ga.) Speedway and hang records so high that the contestants in that initial event can not reach them. This, he thinks, can be done with ease, because of the exhibitions of speed so easily obtained from the recent Speedway contests, when the surface was not as smooth as it will be after being paved.

The shape of the local track, with its high banks, is considered to be the

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**CEMENT WORK WILL COST \$30,000.**

ideal of race courses for the entire world. As soon as the paving is complete it will be used by manufacturers, who are eager to have their race drivers practice. It will also be used by motor car builders to have test runs for their machines. The National Automobile Company of this city will likely hold a ten days' race meet for their own drivers, racing a thousand miles a day, not to make records, but to test their machines.

W. T. Blackburn of Paris, Ill.; Maj. Middleton of this city and M. W. Blair of St. Louis are the experts who will watch the work of paving this week. It is estimated to take about three weeks to complete the course.

Carl Fisher, president of the Speedway Company, decided to take this action after being urged by William P. Blair. Blair declares that such a track will be without equal from every standpoint and a great object lesson to the entire country. He says that oil is too expensive and is "an every year job"; meaning the frequency with which the oil must be spread.

**Coating of Crushed Stone.**

The entire surface is being covered with a coating of crushed stone and then rolled by a large steam roller. On top of this is being placed a sand cushion. Along the edge of the track will be a cement curbing even with the top of the track when

time neither hinder traffic on the streets, break speed laws nor endanger the lives of others.

While preparations are in full sway for the motor races, work is also being pushed for the aeroplane and dirigible races to be held next month. A large aerodrome is being constructed in the enclosure surrounded by the track. This enormous building is the second one, where the balloons and airships will be housed. The new one is 350 feet long and 110 feet high. It is so constructed that the aeroplane riders can fly in or out at will, as can the dirigible contestants. The other balloon house will be used for spherical bags.

A new section of bleachers, to the south side of the track and west of the present stand, is being built. This will double the seating capacity of the bleachers. Another grand stand will soon be erected west of the present main grand stand, because the managers expect even larger crowds than attended the motor races, for the flying events. This is something entirely new for this country, the recent one at Rheims having attracted and startled the entire world. Entries have been procured of several of the bird-imitators who participated in the events at Rheims.

Every precaution will be taken to guard the spectators. While there is no danger expected from the flying events, the promoters are having the fences moved back farther from the track, so as to avoid danger for the motor races.

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