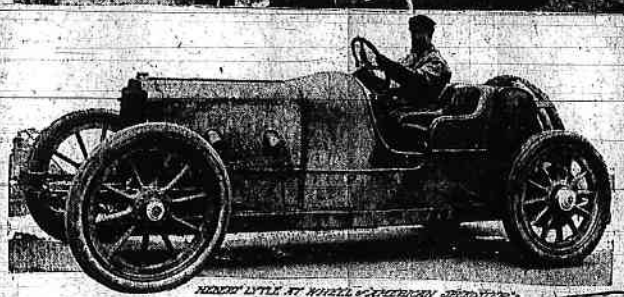
GREATEST of SPEED DRAMAS STAGED for HOOSIER TRACK.



HENRY LYTLE AT WHEEL OF AMERICAN SPECIAL

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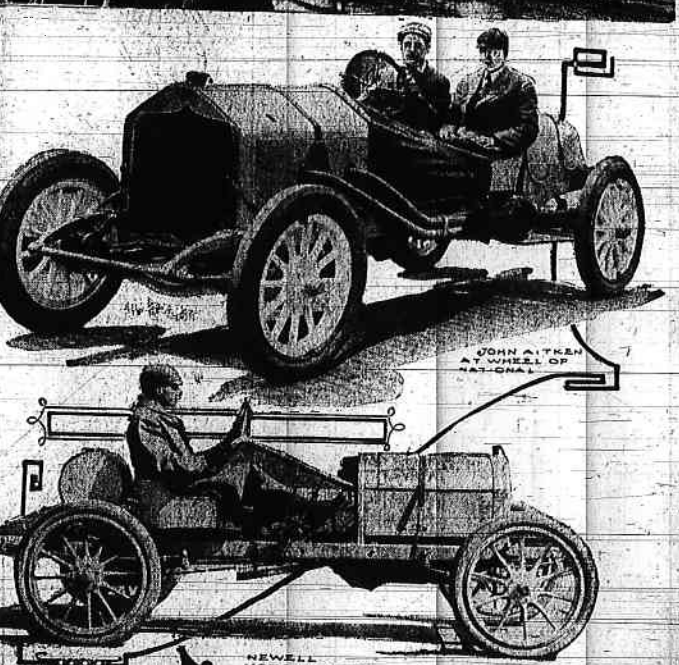

JOHN AITKEN AT WHEEL OF NATIONAL

Curtain Soon to Go Up on Most Thrilling of Modern Sports, With Conditions Ideal for Lowering of Many World's Records --Indiana Cars to the Front

BY P. P. WILLIS.

"GO," the most dynamic word in a motor pilot's lexicon, will soon send scores of these modern charioteers across the tape of the Indianapolis Motor Speedway in efforts to excel all world's records for speed on the ground.

Within twelve days another chapter in the wonderful romance of the automobile will have been started and the entire motor-educated world will focus its eyes upon the roaring panorama of the speed battles staged on the famous Hoosier track.

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That Indianapolis has a sure chance to grasp many of the speed laurels is the opinion of motoring men who have cut their race track teeth.

Among the Indianapolis cars that will contest for the highest honors in the motor racing world are Stutzes, Nationals, Marmons, Empires, Coles and Americans.

This squadron of speed demons, including both big and little craft, forms a strong array of motor talent that promises to uphold the fame they established in the recent races at Atlanta. Many foreign cars, such as the Benz and the Fiat, will invade and seek to wrest the victorious wreaths, but the Hoosier manufacturers and pilots only say, "wait and see."

That both cars and drivers are better prepared this year for the grueling tests is the verdict of experts. They have reached the limit of speed and power has not yet been reached. The public wonders when new records will be impossible, but manufacturers declare that the ones the world thought were marvelous last year will fade away in the dust of the speeding cars this season.

That the public will take a keener interest in this year's events, that assuring the motor car sport its most prosperous year, is promised by the many tours planned here from other cities. Detroit, Chicago, Columbus (O.), Louisville and Toledo motorists have already written for reservations. That Indiana alone will provide "fans" is also assured, because men in authority state that where there was one automobile enthusiast last year there are six now.

Better facilities have been provided to care for the enormous crowd this season. During the eleven days of automobile races and the eight or twelve days of aerial events the Speedway management plans to entertain the visitors with lavish hospitality.

To accommodate the throngs, Carl G. Fisher, at the head of the Speedway Company, announces that larger seating capacity has been provided, and that now there are 40,000 bleacher, grand stand and box seats. In addition, there has been provided more parking space for automobiles. The clubhouse, to be located in the center of the track, will tap the grand stand crowd and take away about 1,000 of the spectators.

Precautions have also been made to guard against dangers. The races last year were marred by accidents, but such have been made almost impossible this year. Physicians will examine the drivers. Through the careful and earnest efforts of the promoters provisions have been made whereby both drivers and spectators will be protected. The track has been paved and "shaved." A thin coating of cement which was over the bricks began to break up recently and thus formed sharp edges that cut the tires. Even this minor danger was eliminated by the cautious promoters. Will H. Brown, vice president of the Overland Automobile Company, donated fifteen test cars to Mr. Fisher, and these machines have worked for several days, dragging weights over the track that have smoothed the surface until it now resembles a billiard table. The sharp teeth on the bricks were also cut off by these weights.

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The fact that the track is paved and that spectators are removed further from its edge wipes out all fears of danger. Not a single accident is expected by either promoters, manufacturers or by the drivers themselves. During all of the practice spurts the drivers have declared perfect satisfaction with and faith in the track. They have "opened his wide" and literally taken the bits in their mouths without the slightest fear of danger.

Perhaps there is one side to such a season of fast and furious sport that the average citizen overlooks. When it is considered that cars are only two speedways in America, one board track and one speedway in England, it can be appreciated how few men there are in the race promoting profession.

To stage the events that are scheduled to charm the world here this summer, to prove strong enough to lure business men not only in this city, but in other cities, from their work, and to do so with perfect system and not a single hitch, means months of hard grit and expert management. All winter long E. A. Moross, director of the Speedway contests, was working like a stage manager preparing the scenery and the setting for his summer entertainment.

Rules have to be studied and perhaps changed in order to better the sport; a system of advertising that would stagger many business men is mapped out and executed, from Maine to California; provisions to care for the million and one details of seating and caring for the crowd, policing the grounds, receiving entries, making out the schedule of races and a long list of such duties have kept Mr. Moross busy ever since the curtain fell on last year's races.

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The plans have almost been completed. In order to aid matters Mr. Fisher has erected a downtown Speedway office and a large office force is kept busy every day working out the intricate system that assures a World record breaking card of events in Indianapolis this season.

For the benefit of interested persons living in the directions of the four winds large 25x3 beautifully decorated souvenir books have been issued boosting Indianapolis and describing the Speedway. Fifty thousand copies of this book have been sent all over North America, Mexico and foreign countries. Concerning the boast that the local track is the greatest on the globe, the book cites the following proofs:

The Indianapolis Motor Speedway has an area of 328 acres.

There are forty-one buildings, including garages, storerooms, aviation sheds, clubhouses, toilet rooms, office buildings, ticket booths and machine shops.

The grounds are illuminated with gas and electric lights.

The grand stands and boxes have a seating capacity of 40,000.

The entire grounds will accommodate upward of 200,000.

There are parking facilities on the grounds for 10,000 automobiles.

The turns are banked sixteen feet and have a radius of 1,600 feet.

Other Facts About Greatest Speed Course Ever Constructed

Big Four Railroad trains and interurban car service to the main gates of the grounds permit of the comfortable handling of 10,000 people every fifteen minutes.

The Speedway has the largest inclosed aviation park in the world, and the finest balloon park in the world; from ten to fifteen balloons may be inflated and sent away simultaneously.

Special telegraph and telephone wires connect the Speedway with the city and the principal cities in the United States. These wires together with wires for timers and phone systems at the quarter mile, half mile, kilometer and mile posts, as well as wires to team score boards on the back stretch and score boards in the main section and bleacher sections of the grounds, are all carried in underground conduits. Thirty sets of telegraph instruments are installed in press stands for the convenience of press operators.

The Speedway measures two and one-half miles to each lap, and has a surface of vitrified brick. Three million, five hundred thousand brick were required to pave the course.

A cement wall three feet in height by eleven inches in thickness extends around the outer edge of the turns.

The management of the Speedway has selected the following dates for events during the season of 1910:

First Grand Circuit Speedway Auto Meet, May 27, 28 and 30. National championships, May 30.

Second Grand Circuit Speedway Auto Meet, July 2, 4 and 5.

Third Grand Circuit Speedway Auto Meet, August 12 and 13. Twenty-four-hour automobile race starts at 8 p. m.

Fourth Grand Circuit Speedway Auto Meet, Sept. 2, 3 and 5.

Aviation Meet: First national licensed event, June 12 to 18. Entire week.

Balloon Meet, August 18. Afternoon of the twenty-four-hour automobile race.

Balloon Meet. National championship, Sept. 17.

The hotel facilities of Indianapolis are such that the largest prospective crowds can be accommodated without making reservations.

Box seats are to be had at advance sale, or at the grounds on afternoon of events. No advance reservations are necessary.

Parking space for automobiles may be had inside or outside of course, but inside of the grounds.

Automobiles will be permitted to cross the track to parking space up to the time of start of the races; after races start the special automobile bridges must be used for the purpose of crossing and recrossing track.

Parking space for 3,000 automobiles is free.

Additional space for parking 200 automobiles has been set aside for reservations. This space is in no way more desirable than the free space, but may be reserved in advance and will be held for those purchasing same; price, $2 per automobile.

Price of admission through main gates, $1.

Price of admission through field gates, 50 cents. Box seats in the grand stands located in the main or $1 section of the grounds are $1.50 for each seat, this being in addition to price for admission into the grounds. Each box contains six seats.

Main grand stand in the $1 section of the grounds is reserved at price of 50 cents per seat, in addition to price of admission through the main gate.

Bleacher in the main section or $1 portion of the grounds seats are free, excepting box seats.

Seats in the field stand or bleacher in the 50-cent section of the grounds are free. Boxes in the bleacher in the field section of the grounds are 50 cents each, in addition to price of admission to the grounds. There are six seats in each box.

The Indianapolis Motor Speedway is located less than four miles from the heart of Indianapolis; twelve minutes by Big Four trains; twenty minutes by street car or interurban car service.

Total cost of the Indianapolis Motor Speedway exceeds $700,000.

Among the local pilots who will—as with one another, are such young and successful drivers as Johnny Aitken, Ray Harroun, Bill Endicott, Tom Kincaid, Bill Anderson, Charles Stutz and Herbert Lytle. Louis Strang will pilot an Indianapolis car, a Marion lob cat, and it is altogether probable that other world-famous drivers will be seen behind the wheels of local products.

This squadron of motor drivers can not be duplicated in any other city in the land. Besides these there are several others. While Indianapolis stands second to Detroit in the number of cars manufactured, it ranks first in the number of cars entered in contests of all kinds and has more racing cars and pilots than any other two cities in the United States combined.

To add interest to the events a millionaire race is booked. William Vanderbilt Jr. and others, some from England, are being invited to enter a race for private owners. The first national track championship race ever conducted in America has been awarded to this track. It will be run under the direction and complete supervision of the officers of the American Automobile Association.

With the certainty of getting Chicago's Cobe race and the probability of landing the Lowell race, there remains but little else of importance in the nation's racing calendars to be conducted in other cities. All the plums of the motor car sport have been plucked and stored away in the Indianapolis Speedway warehouse.

Benefit of Racing From Viewpoint of Manufacturer

Motor car racing has filled an entirely new and unique places in the annals of man's sports. Unlike horse racing, it not only does not depend upon the betting features for its popularity, but it intimidate almost every man who sees it. Every spectator, if he does not own a car, wishes he did. These tests give manufacturers the best arguments they could ask for to back up the smooth-tongued speeches of salesmen. If the car holds up under the strain of a terrifying race and comes out of the dust of battle in good trim the prospective buyer is then convinced that years of ordinary work would be run into minutes. This is the commercial aspect to racing.

The sporting side, which is the interest Carl G. Fisher and his associates emphasize, is as clean and fair as any sport conducted by man. There is absolutely no trickery in automobile racing. Everything is on the square. It has to be. The desire to win predominates.

There is a thrill, excitement and charm that act like a magnet upon the spectators. The spice of danger draws the crowd hard against the railings. When a punting machine is heard far up the turns, like one ape in a thicket, all craft stretches neck and holds its breath until it more intense interest arises as the car sweeps by in a whirlwind fashion. There has never been a sport that demands more intense interest from its devotees.

Invisible Planets

THERE are astronomers who believe in the existence of two planets never seen by mortal eye—one revolving far beyond the orbit of Neptune, the other within the orbit of Mercury. Technically these are spoken of as the "ultra-Neptunian" and the "intra-Mercurial" planets.

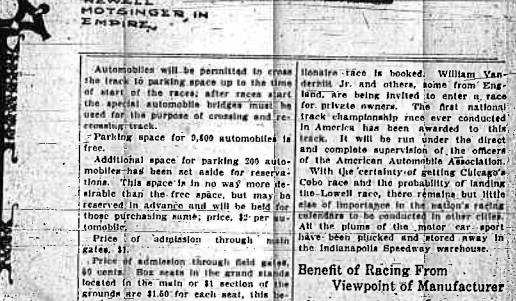
The latter has been named Vulcan, and more than one astronomer has claimed to have caught a fugitive glimpse of it, although their reports generally give little credit. Up to date, if these bodies exist, the ultra-Neptunian has eluded far to be seen, and the intra-Mercurial is known only by its effect on Mercury.

The reason for suspecting that there are such planets is that certain irregularities in the motion of the known planets may be explained somewhat easily in this way. In a recent paper read before the Royal Astronomical Society Prof. Pickering established, as he believes, the probable existence of a planet beyond the orbit of Neptune, and Prof. Pickering is the Harvard astronomer, follows him with an even clearer demonstration of the existence of the body very exactly.

Photographs of the region indicated have since been carefully taken by more than one astronomer, but without result. As this region of the sky is full of access Prof. Pickering calls on all astronomers who have sufficiently powerful instruments to join in the search. He called an "exploring expedition" to this part of the celestial sphere, and although only a number of astronomers responded actually to hunt for more than their photographic plates, the invitation was a popular one.

"BILL ENDICOTT" IN COLE 30

KINCAID AT WHEEL OF NATIONAL



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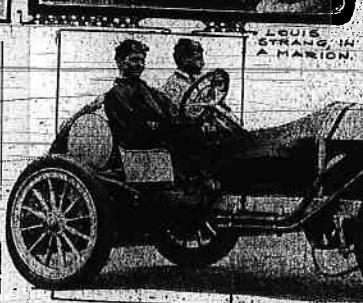
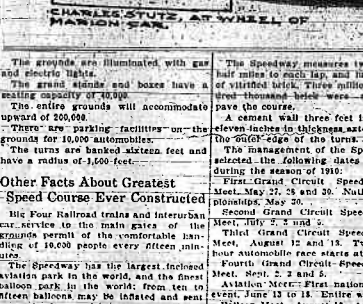


LOUIS STRANG IN A MARION



CHARLES STUTZ, AT WHEEL OF MARION CAR.

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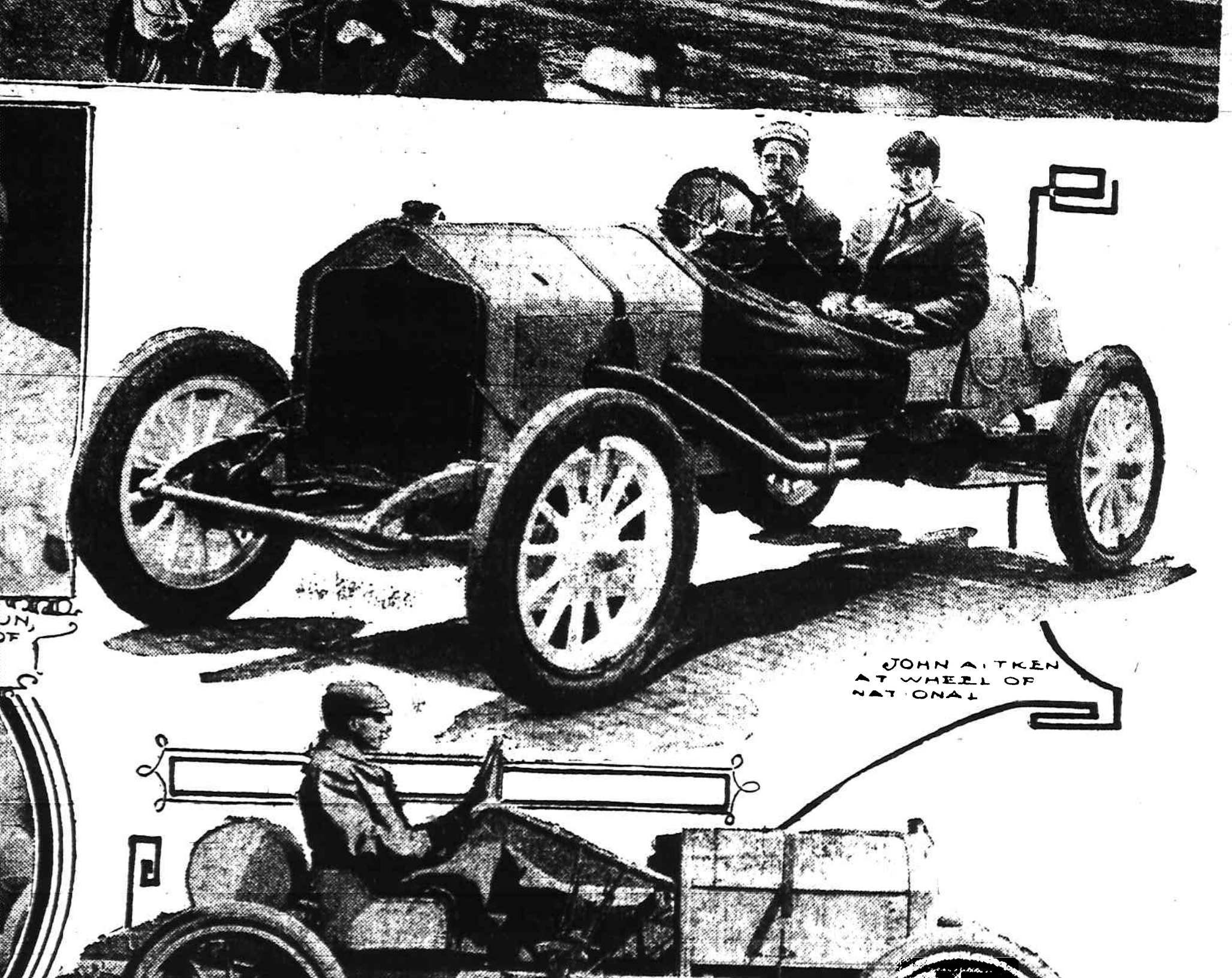
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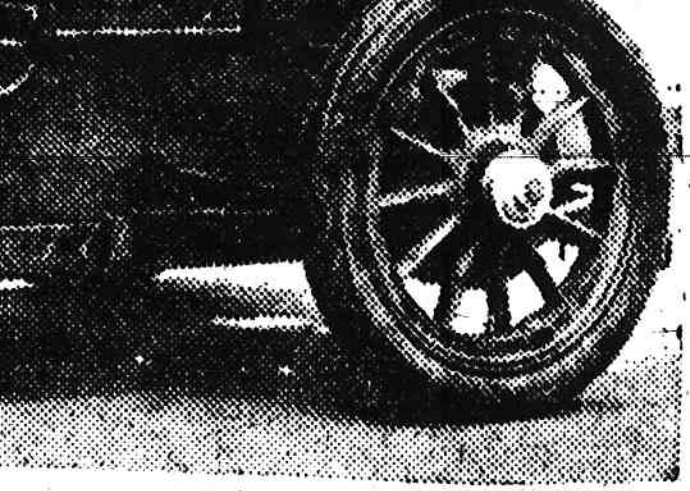

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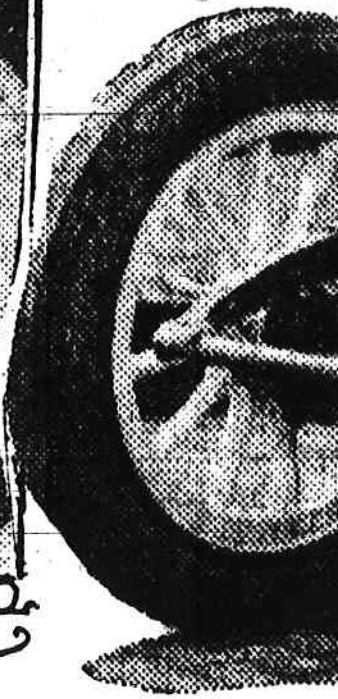

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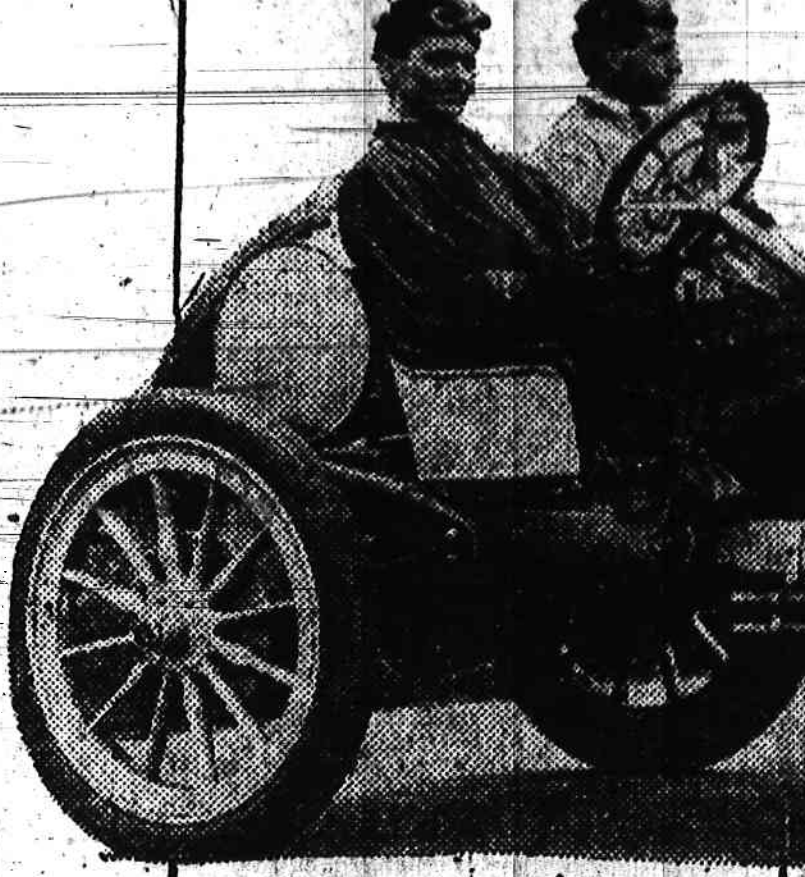

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Rules have to be studied and perhaps changed in order to better the sport; a system of advertising that would stagger many business men is mapped out and executed, from Maine to California; provisions to care for the million and one details of seating and caring for the crowd, policing the grounds, receiving entries, making out the schedule of races and a long list of such duties have kept Mr. Moross busy ever since the curtain fell on last year's races.

Not the least of these duties is the ability to arrange the races according to prizes (and here is another duty, getting prizes) and length. It is the theory of Mr. Moross, based on his years of experience, that races should be mixed. He plans to run a five-mile event immediately after a 200-mile race, and thus give every day's crowd a variety of events instead of staging three 200-mile races in one day and all the shorter ones on the other days.

The plans have almost been completed. In order to aid matters Mr. Fisher has erected a downtown Speedway office and a large office force is kept busy every day working out the intricate system that makes a world record breaking card of events in Indianapolis this season.

[illegible]

CHARLES STUTZ, AT WH
MARION CAR.

The grounds are illuminated with gas and electric lights.

The grand stands and boxes have a seating capacity of 40,000.

The entire grounds will accommodate upward of 200,000.

There are parking facilities on the grounds for 10,000 automobiles.

The turns are banked sixteen feet and have a radius of 1,500 feet.

Other Facts About Greatest Speed Course Ever Constructed

Big Four Railroad trains and interurban car service to the main gates of the grounds permit of the comfortable handling of 10,000 people every fifteen minutes.

The Speedway has the largest inclosed aviation park in the world, and the finest balloon park in the world; from ten to fifteen balloons may be inflated and sent away simultaneously.

[illegible]

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For the benefit of interested persons living in the directions of the four winds large and beautifully decorated souvenir books have been issued boosting Indianapolis and describing the Speedway. Fifty thousand copies of this book have been sent all over North America, Mexico and foreign countries. Concerning the boast that the local track is the greatest on the globe, the book cites the following proofs:

The Indianapolis Motor Speedway has an area of 328 acres.

There are forty-one buildings, including garages, aeroplane, aviation [illegible] houses, toilet, restaurants, office buildings, oil houses and machine shops.

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CHARLES STUTZ, AT WH
MARION GAR

[illegible]

[illegible] and [illegible] the million and one details of running and [illegible] the crowd, getting the grounds, running the other machine and an adequate of cars and a long list of such things have kept Mr. Morrison busy each since the contract for on last year's [illegible]

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The grounds are illuminated with gas and electric lights.

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The entire grounds will accommodate upward of 200,000.

There are parking facilities on the grounds for 10,000 automobiles.

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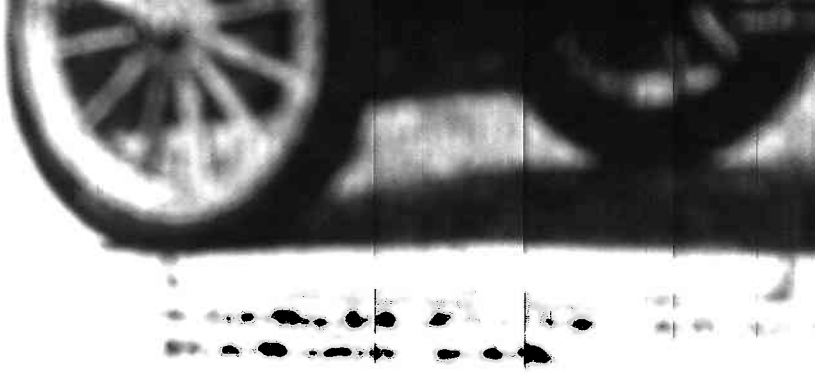

[illegible]

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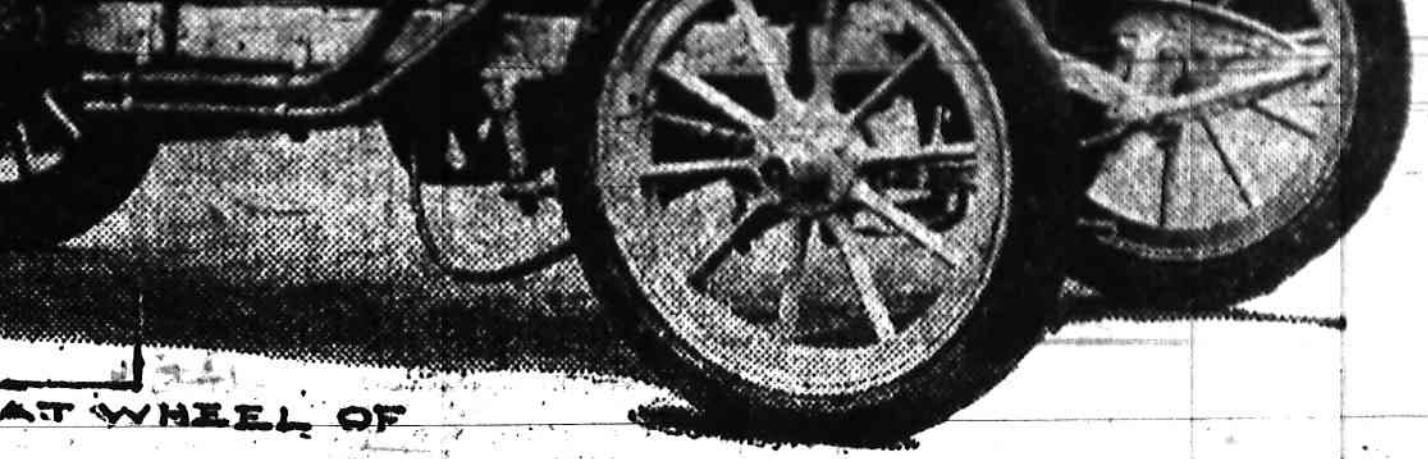

AT WHEEL OF

The Speedway measures two and one-half miles to each lap, and has a surface of vitrified brick. Three million, five hundred thousand brick were required to pave the course.

A cement wall three feet in height by eleven inches in thickness extends around the outer edge of the turns.

The management of the Speedway has selected the following dates for events during the season of 1910:

First Grand Circuit Speedway Auto Meet, May 27, 28 and 30. National championships, May 30.

Second Grand Circuit Speedway Auto Meet, July 2, 3 and 5.

Third Grand Circuit Speedway Auto Meet, August 12 and 13. Twenty-four-hour automobile race starts at 8 p. m.

Fourth Grand Circuit Speedway Auto Meet, Sept. 2, 3 and 5.

Aviation Meet. First national licensed event, June 13 to 18. Entire week.

Balloon Meet. August 13. Afternoon of the twenty-four-hour automobile race.

Balloon Meet. National championship, Sept. 17.

The hotel facilities of Indianapolis are such that the largest prospective crowds can be accommodated without making reservations.

[illegible]

Parking space for automobiles can be had within a number of squares for [illegible] the grounds.

Bleacher in the main section or $1 portion of the grounds. Seats are free, excepting box seats.

Seats in the field stand or bleacher in the 50-cent section of the grounds are free. Boxes in the bleacher in the field section of the grounds are 50 cents each, in addition to price of admission to the grounds. There are six seats in each box.

The Indianapolis Motor Speedway is located less than four miles from the heart of Indianapolis; twelve minutes by Big Four trains; twenty minutes by street car or interurban car service.

Total cost of the Indianapolis Motor Speedway exceeds $700,000.

Among the local pilots who will vie with one another are such young and successful drivers as Johnny Aitken, Ray Harroun, Bill Endicott, Tom Kincaid, Gill Anderson, Charles Stutz and Herbert Lytle. Louis Strang will pilot an Indianapolis car, a Marion bob cat, and it is altogether probable that other world-famed drivers will be seen behind the wheels of local products.

This squadron of motor drivers can not be duplicated in any other city in the world. Besides these there are several others. While Indianapolis stands second to Detroit in the number of cars manufactured, it stands first in the number of cars owned in proportion of all the cars and has more motor cars and pleasure than any other two cities in the United States combined.

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Box seats are to be had at advance sale, or at the grounds on afternoon of events. No advance reservations are necessary.

Parking space for automobiles may be had inside or outside of course, but inside of the grounds.

Bleacher in the main section or $1 portion of the grounds. Seats are free, excepting box seats.

Seats in the field stand or bleacher in the 50-cent section of the grounds are free. Boxes in the bleacher in the field section of the grounds are 50 cents each, in addition to price of admission to the grounds. There are six seats in each box.

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Automobiles will be permitted to cross the track to parking space up to the time of start of the races; after races start the special automobile bridges must be used for the purpose of crossing and recrossing track.

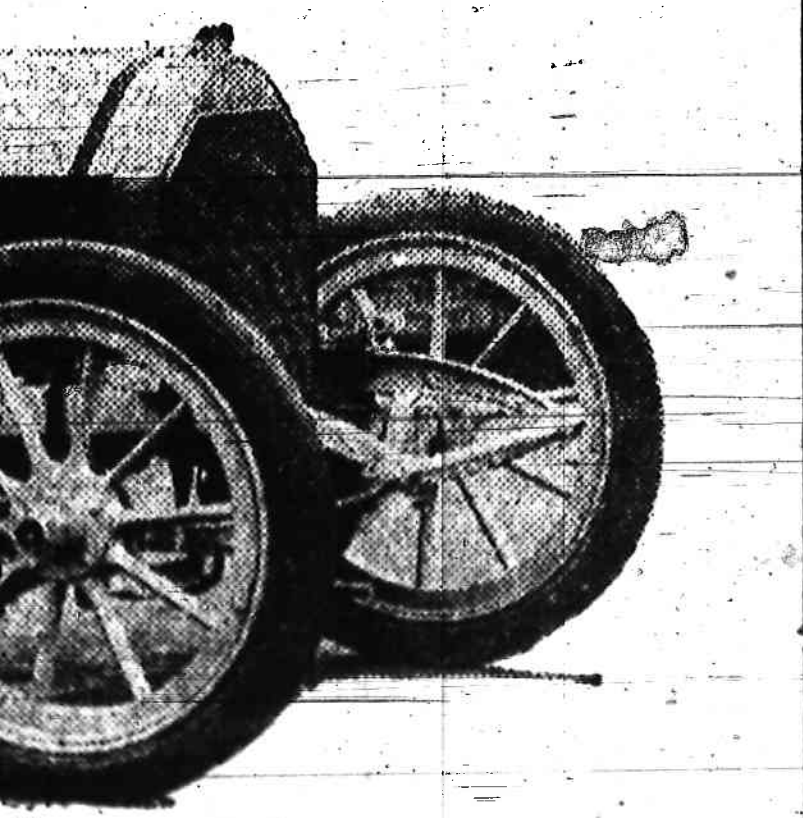
Parking space for 9,800 automobiles is free.

Additional space for parking 200 automobiles has been set aside for reservations. This space is in no way more desirable than the free space, but may be reserved in advance and will be held for those purchasing same; price, $2 per automobile.

Price of admission through main gates, $1.

Price of admission through field gates, 50 cents. Box seats in the grand stands located in the main or $1 section of the grounds are $1.50 for each seat, this being in addition to price for admission into the grounds. Each box contains six seats.

Main grand stand in the $1 section of the grounds is reserved at price of 50 cents per seat, in addition to price of admission through the main gate.



Bleachers in the main section or $1 per-

lionaire race is booked. William Vanderbilt Jr. and others, some from England, are being invited to enter a race for private owners. The first national track championship race ever conducted in America has been awarded to this track. It will be run under the direct and complete supervision of the officers of the American Automobile Association.

With the certainty of getting Chicago's Cobe race and the probability of landing the Lowell race, there remains but little else of importance in the nation's racing calendars to be conducted in other cities. All the plums of the motor car sport have been plucked and stored away in the Indianapolis Speedway warehouse.

Benefit of Racing From Viewpoint of Manufacturer

Motor car racing has filled an entirely new and unique places in the annals of man's sports. Unlike horse racing, it not only does not depend upon the betting features for its popularity, but it interests almost every man who sees it. Every spectator, if he does not own a car, wishes he did. These tests give manufacturers the best arguments they could ask for to back up the smooth-tongued speeches of salesmen. If the car holds up under the strain of a terrifying race and comes out of the dust of battle in good trim the prospective buyer is then convinced that years of ordinary work would not ruin his machine. This is the commercial aspect to racing.

The sporting side, which is the interest Carl G. Fisher and his associates emphasize, is as clean and honest as any ever conducted by man. There is absolutely no trickery in automobile racing. Everything "is on the square." It has to be. The desire to win predominates.

There is a thrill, excitement and charm that act like a magnet upon the spectators. The spice of danger draws the crowd hard against the railing. When a panting machine is heard far up the turns, like one man the throng will crane its neck and hold its breath until it more intense interest from its devotees. sweeps by in a whirlwind fashion. There has never been a sport that demands more intense interest from its devotees.

Invisible Planets

Automobiles will be permitted to cross the track to parking space up to the time of start of the races, after races start the special automobile bridges must be used for the purpose of crossing and recrossing track.

Parking space for 2,500 automobiles is free.

Additional space for parking 500 automobiles has been set aside for reservations. This space is in no way more desirable than the free space but may be reserved in advance and will be held for those purchasing same, price $2 per automobile.

Price of admission through main gates, $1.

Price of admission through field gates, 50 cents. Box seats in the grand stands located in the main or $1 section of the grounds are $1.50 for each seat, this being in addition to price for admission into the grounds. Each box contains six seats.

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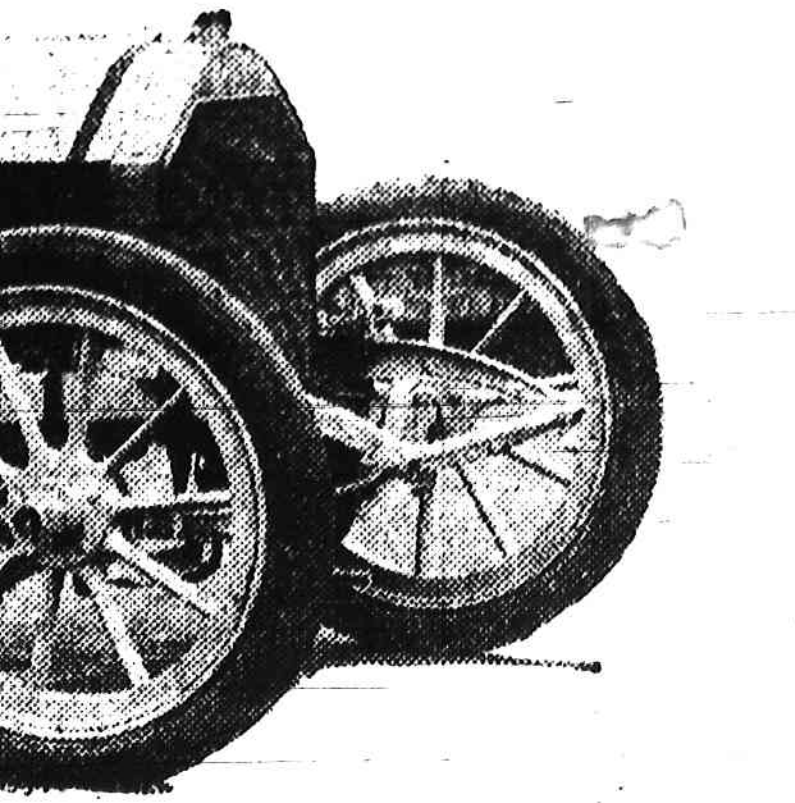

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