

ENING.

NEW SPEEDWAY IN TRIM FOR MEETING

Two and One-Half-Mile Brick
Course Stands Ready for
Auto Races.

MARVEL IN TRACK BUILDING

Precautions Taken Make Safety
for Spectators at Events
Almost Absolute.

How to Reach Big Auto Racing Course

The Speedway is located four miles northwest of the Monument and one and one-half miles west of Riverside Park Arch Bridge, or Emerichville Bridge, on Crawfordville road. Automobiles and vehicles from the city can reach the grounds by two perfect roads.

The most desirable road for the \$1 admission gate is via Washington street to the asylum, then by way of Big Eagle Creek gravel road to the main entrance.

Automobiles and vehicles for the 50-cent entrance are best accommodated by taking Indiana avenue to the Crawfordville road, then direct to the grounds. This route is particularly advisable when road is congested.

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For train and car service. Big Four trains leave depot every twenty minutes up to forty-five minutes of the time when races will start, when additional service will be used to accommodate the largest crowds.

Interurban cars leave Interurban station every twenty minutes until one hour before races, when additional service will be added.

Standing complete, as near perfection in modern roadway engineering as any race course in the world today, the Indianapolis Motor Speedway, result of an idea conceived and carried out by men who heard doubt expressed as the only reply to first announcement of their plan, will this week be the scene of one of the greatest conflicts of racing motors ever projected. Two miles and a half of smooth brick surface, containing more than 4,000,000 of the hard vitrified blocks, and costing \$180,000, forms the pathway over which the speeding machines will travel during the three days, May 27, 28 and 30.

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The opening of the season of 1910 brings with it a Speedway greater by far than the Speedway of 1909. The entire plant has been enlarged and improved until the semblance of the former course is nearly wiped out. Continuous work of an army of workmen ever since the last race meeting has been productive of results that were believed hardly possible when the start was made.

Roads to Course Better.

Improvement was started on the road that leads from Indianapolis to the racing course. This road has been graded, oiled and rolled until it is an ideal motoring path. Autoists will find good travel to and from the races. Those who take the railroad and electric lines as means of transportation will find changed conditions at the Speedway. The Big Four has installed a station consisting of ticket booths and partitioned passage ways, which will keep the ingoing and outcoming crowds from interfering with each other's progress. Twenty-minute service on both lines has been announced for the race season.

Over the entire area of 828 acres the race course has been altered to suit the needs discovered by experience in last year's meeting. The track change has been the most radical and the element of danger which must be ever present at auto races, has been minimized. A heavy cement wall surrounds the course at points where the spectators are liable to come near the track, and other safeguards have been provided. This year a large company of citizen soldiers will form the Speedway guards and aid in protecting spectators in case of accident.

Bridges Built for Autos.

Safety for the autoist who drives his machine to the races has been provided in two large automobile bridges to the center parking space over which machines may pass at all times during the races. This does away with the rule which was established last year forcing the driver to bring the machine on the grounds before the start of the races and to remain there until all of the events were finished.

Seating capacity in the stands has been increased from 20,000 to 35,000, and more boxes have been built at the front near the wire. The scoring system will include three large boards located so that every spectator will have an opportunity to see clearly the result of each race lap by lap. The Sireno signalling system will be in use, fifty of the horns to be utilized. Twenty-four of these will be at the wire and the others scattered about the track and at the bridges to sound the warning of the cars' approach to spectators. The following Sireno code is given out by the Speedway officials:

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One long blast with display of car number calls car signaled to stop.

Two long blasts calls cars from paddock to tape for next event.

Three long blasts before start of meet signals all gates leading across the track to be closed, after which time all spectators crossing tracks must use bridges.

Three long blasts after meet signals all gates to be opened.

A series of short blasts signify an accident on course, in which event drive carefully. A blue flag will also be displayed.

Flags Will Be Used.

The flags will be used to signal the contestants again this year. The following signal code for the flags is adopted:

Red Flag—Clear course.

Yellow Flag—Stop immediately.

Green Flag—Starting last lap.

Checkered Flag—You are finished.

White Flag—Stop for consultation.

Blue Flag—Accident on course.

The new electric lighting system along with the Prest-O-Lite used last year will make the course as light as day. In addition to these precautions and the strict orders for police service, the great course is separated from the spectators by a fence which in turn is away from the track twenty feet, and in the space between, all around the course, is a sand cushion. In front of the main grand stand this is molded on soft ground. The Speedway officials believe this will insure absolute safety for the spectators, as a car will be forced to plow through a cement wall, through the sand cushion and through the fence to reach the crowd. Unless the spectators are careless it is believed they are absolutely safe. Then, too, the smoothness of the track and its general plan of construction spells safety for the drivers except in case of collision, loss of control or the breaking of a machine part.

Other features of the Speedway, recently stated are:

There are numerous buildings, including garages, administration, exhibition stands, clubhouses, cafes, restaurants, office buildings, oil houses and machine shops.

The entire grounds will accommodate upward of 100,000.

There are parking facilities on the grounds for 25,000 automobiles.

The track has a length of 1.5 miles and a width of 1.5 miles.

The Speedway has the largest inclined competition bank in the world and the finest

banked turn in the world.

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Other features of the Speedway, con-
cisely stated, are:

There are forty-one buildings, including
garages, aerodromes, aviation sheds, club-
houses, cafes, restaurants, office buildings,
oil houses and machine shops.

The entire grounds will accommodate
upward of 100,000.

There are parking facilities on the
grounds for 15,000 automobiles.

The track is built on a level and
has a radius of 1,100 feet.

The Speedway has the largest indoor
auditorium built in the world and the best

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and the others distributed about the same
and at the expense of the racing
of the race approach to spectators. The
following description is given of the
Speedway schedule.

One long blast with trumpet of car number
will be signified to stop.

Two long blasts will come from position
to begin the race.

Three long blasts before start of race will
tell all races leading across the track to be
closed, after which time all spectators cross-
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Other features of the Speedway, con-
cisely stated, are:

There are forty-one buildings, including
garages, aerodromes, aviation sheds, club-
houses, cafes, restaurants, office buildings,
oil houses and machine shops.

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.

The Speedway has the largest enclosed
aviation park in the world, and the finest

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to be an idea of the layout of the stadium.
The main stand will be in the center
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and at the back of the stadium. The seating
of the stadium will be approximately 100,000.
The following description is given by the
stadium committee.

The main stand will be situated at the center
and will be approximately 100,000 feet long.

The other stands will be on the sides
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There will be a large number of small stands
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