

Indianapolis News,
August 21, 1909

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 2 1/2 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.

The new speedway, in the opinion of

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.

The liberal patronage of the public in the opening race meeting has convinced the motor speedway officials that their efforts to give Indianapolis one of the biggest attractions in the world have been appreciated. They stated that close to forty thousand spectators witnessed the races on the first two days, which was highly satisfactory. Hundreds of the spectators came from all parts of the country but the majority were from Indianapolis, Indiana and other nearby points, who will attend succeeding events as a matter of course.

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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
 Lytle, 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 six-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.

The exodus of visitors will begin to-
 night, and as Indianapolis was the ob-
 jective point for all travelers earlier in
 the week, all roads will now lead from
 this city. Hundreds of visitors who came
 to the races from a distance in touring
 cars will leave this evening and others
 will go tomorrow. Automobile Indianapolis
 will then gradually return to her normal
 condition after the big spasm naturally
 accompanying such an important event as
 the opening of the speedway. Indianapolis
 residents are proud of the speedway, and,
 together with the promoters who are risk-
 ing fortunes in the big project, are im-
 mensely pleased over the successful
 opening.

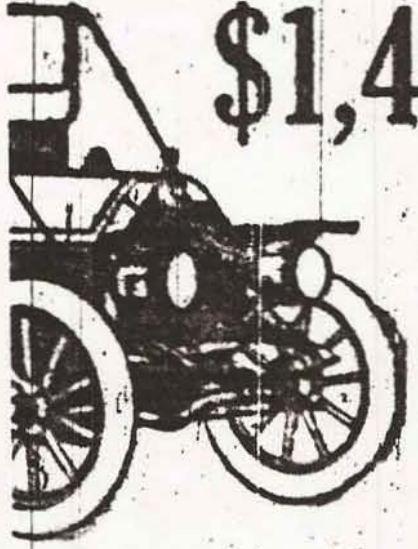
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for immediate delivery. These
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INDIANA 25 East
 Ohio St.

Greater Auto Store

910 White Steamer
 Mitchell--Rambler
 Excelsior Auto Cycles

Seay - Willis Co.
 3-117 W. Market Street

MANY RECORDS FALL IN SPEEDWAY RACES

Daring Louis Strang Covers Himself with Glory in 100- Mile Event

HE SETS MANY NEW MARKS

New World's Records for Ten and Five Miles Also Are Made—Great Crowd Sees Races.

Yesterday was wholesale record-breaking day at the new Indianapolis motor speedway. A great crowd, estimated at 2,000, saw the fastest previous time for almost every distance up to one hundred miles reduced during the afternoon. Eight events were on the card and all held the undivided attention of the crowd from start to finish. Aitken, in a National, smashed the five-mile record to smithereens; Zeingal, in a Chadwick, set a new mark for ten miles, and Strang, in a Buick, established new records for all distances from twenty to one hundred miles.

The performance of Strang was the most spectacular of the two days of racing. He was unusually fortunate in not being forced to stop for repairs and he led from start to finish. He had a lead of three laps at the finish over De Witt, in another Buick that finished second, and Stillman and Harroun, in Marmons, were four laps behind the leader. Strang's time was 1:32 43.5-10, while the old record was 1:44. It was held by Burman in Buick and was made at Columbus, O., last July 3. Zeingal's time was 8:23.2. The previous ten-mile record was 8:56.4 and was made by Chevrolet in a Buick on Friday. Prior to that time the record was 9:12, held by Oldfield. Aitken's time for five miles was 4:25 flat. Merz, in a National, almost tied Aitken and his time was announced at 4:25 1-5. It was impossible for the spectators to tell which of the two cars was in the lead at the finish.

A. A. A. Inspects Track

Both are young men who have developed with the automobile industry in this city until they rank among the most daring and competent drivers in the country. They are well known to all Indianapolis race followers.

Barney Oldfield, who has held more world's records than any other driver, made his appearance in competition for the first time in the third race, when he was at the wheel of his National Old Glory. There were eight starters, including Lytle, in an Apperson, and De Palma, in a Fiat. Oldfield had trouble with his car and did not complete the first lap. He also injured his arm, and for a time was of the opinion that he would be unable to appear in later events. Aitken, in his National, drove a remarkable race in that event. He was last at the finish of the first lap, but gradually cut down the lead of the others, and forged to the front at the finish. Clemens, in a Stoddard-Dayton, led at the finish of the third lap, but was passed early in the fourth round and did not finish.

Wife First to Congratulate

While thousands of spectators were aroused to a high state of enthusiasm as the cars in the 100-mile race yesterday settled down to their gruelling pace, none perhaps was affected more by the thrill of victory than Mrs. Louis Strang, wife of the winning driver. From her position of vantage on the inside of the course she kept watch on the race. While her eyes were only for car No. 33 and the driver it contained, she was able to tell the exact standing of every contestant. It was not enough for her to know that her husband held the lead. She must know how great was his margin.

Thousands of spectators shouted words of cheer to Louis Strang as he crossed the finish line winner of the greatest race of the day, but the daring pilot had ears for none. Driving his car off the course he passed into the inclosure to the north of the judge's stand and there was enacted a fitting climax to a thrilling race. It was a wife's greeting and a wife's kiss.

The hotels were alive with automobile visitors and enthusiasts last night, and at the Stoddard-Dayton officials and employees. The event was extremely enjoyable and the hosts and guests made merry until a late hour.

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The eight events on the card were carried out without a hitch of a serious nature, and the major portion of the crowd remained until after the finish of the last event, the one-hundred-mile race. The program was carried out as arranged. Prior to the race it was announced that the one-hundred-mile race for the G & J trophy, valued at \$1,000, would be reduced to fifty instead of one hundred miles, for the reason that many of the drivers entered were also entered in the three-hundred-mile Wheeler & Schebler \$10,000 race today and wished to avoid the strain of such a long contest yesterday. The Marmon and Marion managers protested, however, because the G & J trophy for the winner of the event was donated for a race of one hundred miles, and it was feared complications would follow a reduction of the distance. It was then decided to race the distance originally scheduled.

The fifth race, at fifty miles, was taken by Wright in a Stoddard-Dayton. Only two cars, both Stoddard-Daytons, finished that event. Five, including two Buicks and a Buick started. The sixth race was the ten-mile free-for-all in which Zeigal broke the record in his Chadwick. The seventh race was the five-mile free-for-all handicap, in which Aitken broke the record. The eighth and last event was the one-hundred-mile race, in which Strang distinguished himself.

The crowd showed marked partiality for various drivers, the Indianapolis pilots, as a rule, being the favorites. The victories of Merz and Aitken, in the Nationals, were the most popular of the afternoon.

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ATELL TOO MUCH FOR COVE

SAN FRANCISCO, August 31.—By his victory last night over Dick Hyland in an unsatisfactory twenty-round mill at the coliseum Johnny Frayne, in the eyes of many fight fans, places himself in direct line of succession and is the logical man to meet Hating Nelson for the light-weight championship.

Those who witnessed last night's battle are of the opinion Frayne might have won on a knockout and thus clinched the victory decisively had he carried the fighting to Hyland. Frayne fought a most "conservative" fight for the first ten rounds, landing a blow and then rushing to a clinch.

In the latter half of the battle, however, Frayne's second, Spider Kelley, prevailed upon him to do some real fighting, and toward the end of the battle he was hammering his opponent almost at will, using a right uppercut to much purpose.

Although the preliminary event showed the bantamweight championship is not in danger, Percy Cove, who was whipped by Monte Atell, did prove that he was a game youngster. He carried the fight to Atell and was whipped good. Referee Smith stopped the fight in the tenth round of what was to have been a twenty-round go. Cove was game to the core, but no match for his opponent.