

New Speedway

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be pushed as fast as it is possible to arrange them.

The deal for the sale of the track was completed at the Indianapolis Athletic Club following a meeting of the old board of directors. Capt. Rickenbacker, who was here for the sale, said that he was pleased that Hoosier management and Hoosier capital should carry on "the most famous venture in mechanical competition."

Mr. Rickenbacker, aided by Detroit financing, bought the Speedway from Carl Fisher and Jim Allison back in 1927. Since that time, according to Mr. Rickenbacker, he has accomplished some \$250,000 in Speedway improvements and also fashioned a golf course within the Speedway's boundaries.

Rex Mays, one of the great drivers of all time, who was in Indianapolis Wednesday, said he hoped that the new owner would resurface the two-and-one-half-mile track, because "it certainly is too rough now."

Just what plans Mr. Hulman has for the track surface itself will be announced later when he and Mr. Shaw have examined the place thoroughly. It is practically certain, however, that the track and all that goes with it will receive needed attention from now on.

"The demands of running Eastern Airlines make it impossible for me to give the Speedway the attention which it demands and it is fortunate that I am able to dispose of my interest to Mr. Hulman," said Mr. Rickenbacker in explaining his reasons for making the sale.

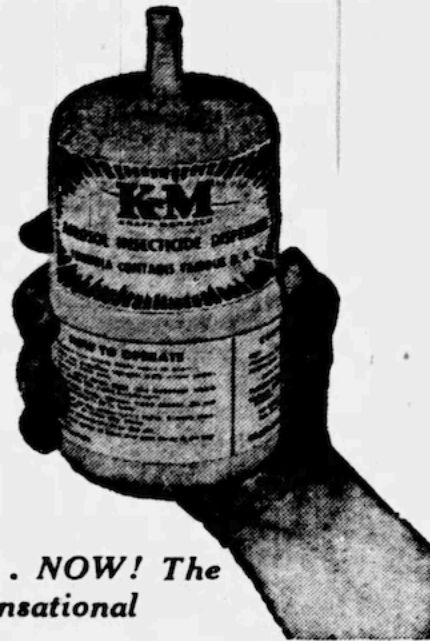
Whether or not the track has been a profitable venture for Mr. Rickenbacker during his stewardship is something that was not made a matter of public information. Attendance figures announced at various races by the Speedway's paid propagandists were largely a matter of guess work by enthusiastic counsellors who never came up on the short side of their estimates intentionally. No one, except Uncle Sam and those who were on the inside, ever knew how many persons actually paid to get in.

The thrill of the 500-mile race

has been far-reaching. A trip through the stands by an inquiring reporter any race day would reveal citizens from all parts of the country, many of whom walked out after a race and mailed their ticket application for the following year.

Since the last race the wooden stands have been exposed to wind and weather and until these are in good repair it would be impossible to think of renewing the

race. But those repairs can be made. Mr. Shaw said that new parts for old race cars are arriving in Indianapolis from day to day and that numerous drivers who have thrilled the crowds in the past will soon be conditioning these and new creations for warm-up races here and there over the country. And he also added that ticket applications should be mailed to the same old spot—444 North Capitol avenue, Indianapolis.



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