

PART III

LOS ANGELES SUNDAY HERALD

PAGES 1 TO 12

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MAGIC TRACK IS
NEARLY READYARMY OF MEN WORKING LIKE
TROJANSPROMOTERS ACCOMPLISH MAR-
VELOUS WORKFarming Land of a Few Months Ago
Has Been Converted Into a
Mammoth Circle Race
Course

The Speedway park has an area of 825 acres.

There will be forty-one buildings, including grandstands, garages, aerodromes, club houses, machine shops, oil houses, refreshment and office buildings.

The total cost of the Speedway will exceed \$350,000.

The circumference of the outer track and road course will be five miles. The track will be of gravel surface, using 300,000 gallons of asphalt oil.

Over three miles of fence enclose the grounds.

Four miles of six-inch gas pipe have been laid to connect the Speedway with the Indianapolis Gas company for inflating balloons and dirigibles.

Nine miles of gas pipe will be used for the lighting plant for illuminating the grounds for twenty-four-hour contests. Using Prest-o-lite gas.

Three thousand hitching places will be provided for horses.

The grand stand and box seats will accommodate 25,000.

Ten thousand automobiles can be parked on the grounds.

An electric timing and score board will be erected at a cost of over \$10,000.

One mile and a half of siding has been built to accommodate sleeping and dining cars of the Pullman company, so as to accommodate those who come in private cars and accommodate the automobile public.

The entire grounds will accommodate 200,000.

When the Indianapolis Motor Speedway company was organized a few months ago to build a race track for automobiles and a balloon park, the project caused considerable comment, both in this country and abroad, but it was largely looked upon as a dream that might come true, if enough stock could be subscribed. But it did not develop into that kind of an enterprise. Men with the money and the motorizing enthusiasm came forward and today the great enterprise is almost completed.

Speedway City Growing

Almost as by magic is the great course being finished, which only a few short months ago was given up to agricultural pursuits.

Almost an army of workmen are camped on the grounds while close to 1000 mules are hived. In addition to the great grand stands there will be twenty small stands for motoring clubs and parties. Opposite the main grand stand there is a press stand three stories high. The top floor will be for reporting the progress of the races, as the elevation furnishes a fine survey of the track and grounds.

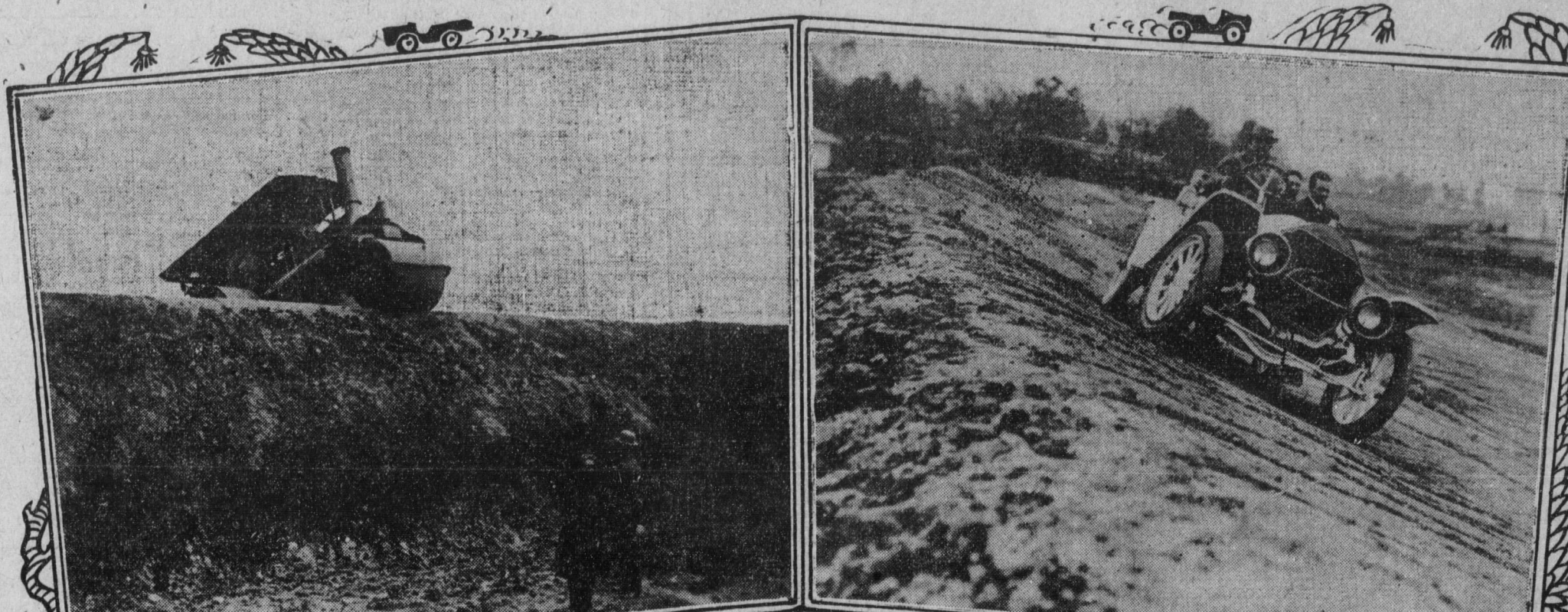
The second story of the press stand will be for the telegraph operators; while the ground floor will be equipped as a dark room for developing the press photos taken on the track. It will be the largest press stand ever built and will accommodate seventy-five press photos taken on the track. It will replace any one time; the press stand will be the judges' stand.

The comfort of the men who come to the track with cars for competition will receive attention.

Ten buildings will be erected for their use, each building holding a team of three cars. Sleeping rooms will be provided in each building for the individual members of each team.

There will also be two large general garages which will accommodate twelve cars each. The officials attending all meetings will also enjoy the comforts of a large club house, which will have all the conveniences of a city club. Another important feature is the restaurant capable of caring for hundreds of patrons, and located right on the grounds, while refreshment stands will be numerous. The Indiana Aero club will have a club house in the park. An aerodrome for the storing of air craft is now completed and in service. A machine shop is also part of the equipment, while five large tanks for storing oil and gasoline are now installed; each tank will hold 5000 gallons, and fuel will be supplied as reasonably as in the cities.

The track is fifty feet wide on the straightaway and sixty feet wide on the turns, while the turns which have

Great Indianapolis Speedway Is Being Rapidly Molded Into Shape
and World's Fastest Circular Racing Course Is Now Open to the PublicHITCH COMES
IN FERRIS CUPDONOR STANDS FOR WIDE
OPEN RACINGWANTS TO SEE BIG STARS ON
PACIFIC COASTAssociation Takes Strong Counter-
Position, and a New Cup May
Have to Be Looked For
by Dealers

The \$1000 trophy offered by Dick Ferris to the Santa Monica road race committee is hanging in the balance with a good chance of its being entirely withdrawn. The point at issue between Ferris and the members of the racing committee is as to whether or not it shall be a "wide open" race, with the bars let down for all the famous drivers of the United States and from abroad or whether it shall be confined to California drivers who have lived in the state a year. Ferris stands for the "wide open" race, and has taken a pronounced stand in defense of his position, alleging that he offered the trophy with an idea of encouraging international contests in Los Angeles. Considerable correspondence has passed between Ferris and the association which explains the situation. This correspondence follows:

Correspondence Passes

Extract from letter to Capt. H. D. Ryus, who represents Dick Ferris in the trophy matter, Ferris now being in Minneapolis:

"I am glad to know that Mr. Reagan called upon you with respect to the race trophy and hope he will be able to submit a satisfactory design. I received from Connell one of the application blanks for the race and am not at all pleased with the manner in which they seem to minimize this cup. Now, Jack, when I made this offer it was with the distinct understanding that it would be treated the same as the Vanderbilt cup, and I must insist upon its being so received and published. One thousand dollars is a fine lot of money to put into a racing trophy that can only be run for once a year, and I wish that you will insist that they treat the trophy as such in every way. The trophy is a liberal contribution. Another thing, I must absolutely insist that this cup or trophy be the prize for the big racing car only, the same as the Vanderbilt cup, and not awarded to the winner of a lot of stock cars. Please explain to the committee and the press that this trophy was given with the sole intention of attracting the same big racing cars that participated in the Vanderbilt cup race to the coast.

"When this race was being discussed and the course outlined the principal talk was toward the establishment of a similar event as the Vanderbilt cup race near Los Angeles, and my donation of this trophy was made absolutely with this idea in view, and I do not propose to have the racing committee or anyone else change these plans into a competition between the several different makes of stock cars, which kind of a race the public of Los Angeles and everywhere else have grown weary of. I do not propose therefore to offer a trophy to be won by some particular dealer whose factory has provided him with a little better running stock car than the other fellow. I leave the matter entirely to you, Jack, and wish you would handle it as above stated, and let's see if we cannot get one real, great big automobile race in Southern California once a year. Do not let them be satisfied with a mere reputation of what everybody has seen so often, for I would certainly not contribute more than \$100 for such an event. My contribution of \$1000 was made as an inducement to the big foreign and eastern cars."

The following letter was sent to Secretary Connell of the association by Ferris:

"MINNEAPOLIS, Minn., June 3.—J. S. Connell, Manager Maxwell Automobile Agency, Los Angeles: My Dear Mr. Connell—With reference to that trophy I have written Capt. Ryus fully concerning the only restriction I made in its donation.

"When this race was first discussed I understood from newspaper reports that it was the idea to duplicate as near as possible a race course in Southern California that would rival the Vanderbilt and Florida events and that the big racing cars of the world would be invited to participate. But since then, and in fact I conclude from your letter, it seems that it is to be merely a repetition of all previous races between local drivers. I have specially 'tuned up' stock cars.

"In my opinion the only interest that would be excited will be that of wishing to see these cars that the public have watched so often on race tracks demonstrate their speed on a race course, so that therefore it would be nothing unusual, and aside from the casual interest exhibited by respective owners of automobiles the public at large will not be attracted, and so the original purpose is lost.

"In offering so expensive a trophy I consider I have the right to nominate this restriction, and must therefore insist that this trophy be raced for by such class of cars as participate in the Vanderbilt and Florida races. My sole object is to bring to Southern California the 'racing monsters' the public at large have read so much about, and make such an event as will be chronicled and recognized all over the country.

"My money is ready and waiting to fulfill the terms of my donation, and I trust that you will agree with me on the conditions I have named and not think that I am in any manner 'craw-fishing'.

"I wish you would take this matter up with the committee, and for the sake of advanced racing in Southern California instead of a demonstration of the superiority of a stock car by a local dealer I hope they will agree with me.

AUTO IS FEEDER
OF CIVILIZATIONNEW SIDELIGHT THROWN ON
MOTOR CARFour Million Horse Power Generated
by the 184,000 Automobiles
Now Running in This
CountryIn 1898 there were not more than 200
automobiles made and put into use in
the United States. In 1909 the total
number of automobiles made and sold
in the United States will approximate
82,000, the members of the Association
of Licensed Automobile Manufacturers,
in the last six years, playing a very
large part in producing the machines.

That the automobile is a marvelous piece of mechanism is seen when it is considered that less than thirty years ago prime movers weighed as much as 800 or 1000 pounds per horsepower developed, and that the modern automobile engine has been reduced in weight to well under ten pounds per horsepower developed, and has shown its great reliability by running for days without stopping. This perfection of engine construction has been paralleled by perfection of the other elements of the motor vehicle—all accomplished in the commercialization of the last eight years, by progress in design, material and workmanship.

The advantages accruing from the use of the automobile to the human race and the industrial world are so great as to, in any fair consideration of the subject, more than counteract the occasional narrow-minded view fostered by thoughtless elaboration of unfortunate details necessarily incident to the process of the introduction of motor traffic.

In 1907 there were accidents on railroads in the United States to 110,000 people, and over 10 per cent of these accidents resulted fatally. Still, of course, the railroad is always considered an essential thing in any country. The horsepower of which the average automobile produced this year is capable is about twenty, the 82,000 machines making an aggregate of 1,640,000 horsepower. At the beginning of this year there were in use in the United States over 184,000 automobiles, capable of close to 4,000,000 horsepower. The harnessing of water power at Niagara Falls to the extent of a few hundred thou-

sand horsepower was hailed as a stupendous accomplishment.

Considering the passengers carried per mile by railroads in the United States in 1908, as compared with the number of people carried per mile by automobiles, we find that in the same time and territory automobiles furnished seven-tenths of 1 per cent of the number of passenger-miles the railroads furnished. What will the relative percentage be in 1915? Taking the rate at which railroad construction and traffic and the use of the automobile are increasing, at a conservative estimate the automobile will provide 7 per cent as much passenger traffic as the railroad.

In small freight transportation the motor will gradually supplant the horse, on account of less cost and greater convenience.

Before ten years shall have passed 10 to 15 per cent of the American farmers will own automobiles. The railroads of this country have spent, as charged to cost of construction and equipment, over \$13,000,000,000, practically within the last forty years. It is futile to gloat over the fact that an expenditure on the common highways of this country in the next forty years of a sum equal to the private outlay on railroads in the last forty years would be anything more than warranted, reasonable and wise.

FRED TITUS TO HANDLE
BRANCH FOR HERRESHOFF

Fred J. Titus, the former world's champion bicycle rider who has been for the last five years one of the head salesmen of the Harry S. Houghton company, has completed arrangements to establish an agency for the Herreshoff car in New Jersey with headquarters at 213 Clinton avenue, Newark.

It is said that Mr. Titus anticipates securing the state agency for the Herreshoff car in New Jersey, although his present arrangements are less extensive.

Titus is very well known in the automobile trade and enjoys a wide spread popularity. He was one of the most conspicuous figures in the old bicycle days, and has traveled extensively in connection with his bicycle racing, both throughout the United States and abroad.

In 1904 he entered the Pope factory at Toledo to familiarize himself with automobile construction, and after completing a season there joined Harry S. Houghton in New York City. He remained in New York until last year, when he became resident manager of the New Jersey office of the Houghton company and returned to this city when the Thomas agency was given up by the Houghton company and the Herreshoff car introduced.

OLDFIELD AT
NEW SPEEDWAYGETTING READY TO ENTER THE
RACING GAMEDECLARES NEW TRACK FASTEST
IN THE WORLDRacing Driver Looks for More Tracks
Like Indianapolis Course to
Be Built in Other Big
Cities

Barney Oldfield, the champion track automobile driver of the world, and holder of all circular track records from two to fifty miles, visited the great Indianapolis motor speedway, and was very elaborate in his praise for the course, which he considers the fastest and greatest track in the world.

"This track will spread the name and fame of your city to every point of the earth where automobiles are used," said Barney, "while for a great undertaking it surpasses even the ideas that I had as to what it was."

"I feel that this is the beginning of a series of such auto tracks that are bound to revolutionize the racing game and I am glad that the car that I will pilot for 1909 is made in your city, as I will do all my preliminary training here, as well as my testing of my new cars on your course."

"The Savannah course, the Vanderbilt course, must give way to the new style of speedways, which is original in Indianapolis."

"I do not think that the engineers and the promoters of this track fully realize the great speed that it will be possible to attain over the speedway courses. It would not surprise me to see the cars travel at the rate of two miles a minute before the season is over. While I consider it superior in every respect to the great English course, Brooklands, and the great roads of France and Germany are not to be compared with it."

"Why, just imagine! When a race is planned on one of the famous courses of Europe (by which I will mention the Grand Prix or Dieppe circuit, the Ardennes circuit, Gordon Bennett cup, Epsom circuit, Boland circuit and many other fast courses) the various governments allow from \$50,000 to \$100,000 for the purpose of preparing the roads, which may have become damaged by the use of heavy vehicles."

"Compare such a course and so prepared, with your wonderful speedway, which will be for automobiles only, with care taken to take care of every break in its surface, while it will be oiled and rolled to a billiard table smoothness. The inferred result will be the greatest and fastest course will be the greatest and fastest course in the world, and one on which the fastest car in the world can travel at full speed with no danger to the spectator and but little to the driver, while the dust that is so fatal on road racing courses will be entirely eliminated."

"The cost of this course—\$350,000—makes it a mammoth speedway, and as it is worked in shape it will become faster with use. Another feature of your course will be that the spectator will get a full view of the contest and the contestants at all times."

"Have you ever attended one of the big road events in Europe? Well, you see the machines start at the start of the race, and the spectators are placed at the side of the track, and the cars leave the tape there is a long wait of several minutes before you see any one of them again, and when you do see them it is impossible to tell who is leading, as they travel on elapsed time, so that no one but the scorers and checkers can tell just where they are placed."

"As for a contest, it is rarely a part of the program, the cars usually pass each other on parts of the course that are nowhere near the grandstands and fly by singly when they pass the stands."

"All the cars on the speedway can be started at the same time, so that the spectator can easily keep track of them and know every minute just who is in the lead, while it is also possible to see every car that is on the track during every moment of the race. Even the great Brooklands course is not as cleverly laid out as the speedway, as the spectator will see the cars pass three times in five miles on the speedway and the turns are so gradual that they can be easily negotiated at the highest speed."

"I expect to enter in all the speed events and races held on the speedway this season. In the fast events of less than twenty-five miles I will drive my big National racer, while in the long distance events I will drive stock models."

FIRESTONE DRIVES
HOBBY TO SUCCESS

"The management of the New York-to-Seattle race is to be congratulated," said H. S. Firestone, the well known tire manufacturer, "the stand they have taken in requiring that contestants lose time for tire as well as any other motor car trouble encountered en route."

"They have set a standard which the managers of other events may well follow with profit to the motorist. It is gradually becoming recognized that tire service is properly part and parcel with automobile efficiency as a whole, and that a motor car maker is morally just as responsible for selecting serviceable tires as any other part of his car's equipment."

"In this 4000-mile race, where every car is left to its own resources, the importance of having the best possible tire service can scarcely be overestimated. It is only natural, therefore, that four out of six cars, including the pace maker, should have chosen Firestone tires in preference to all others."

27-YEARS=27

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