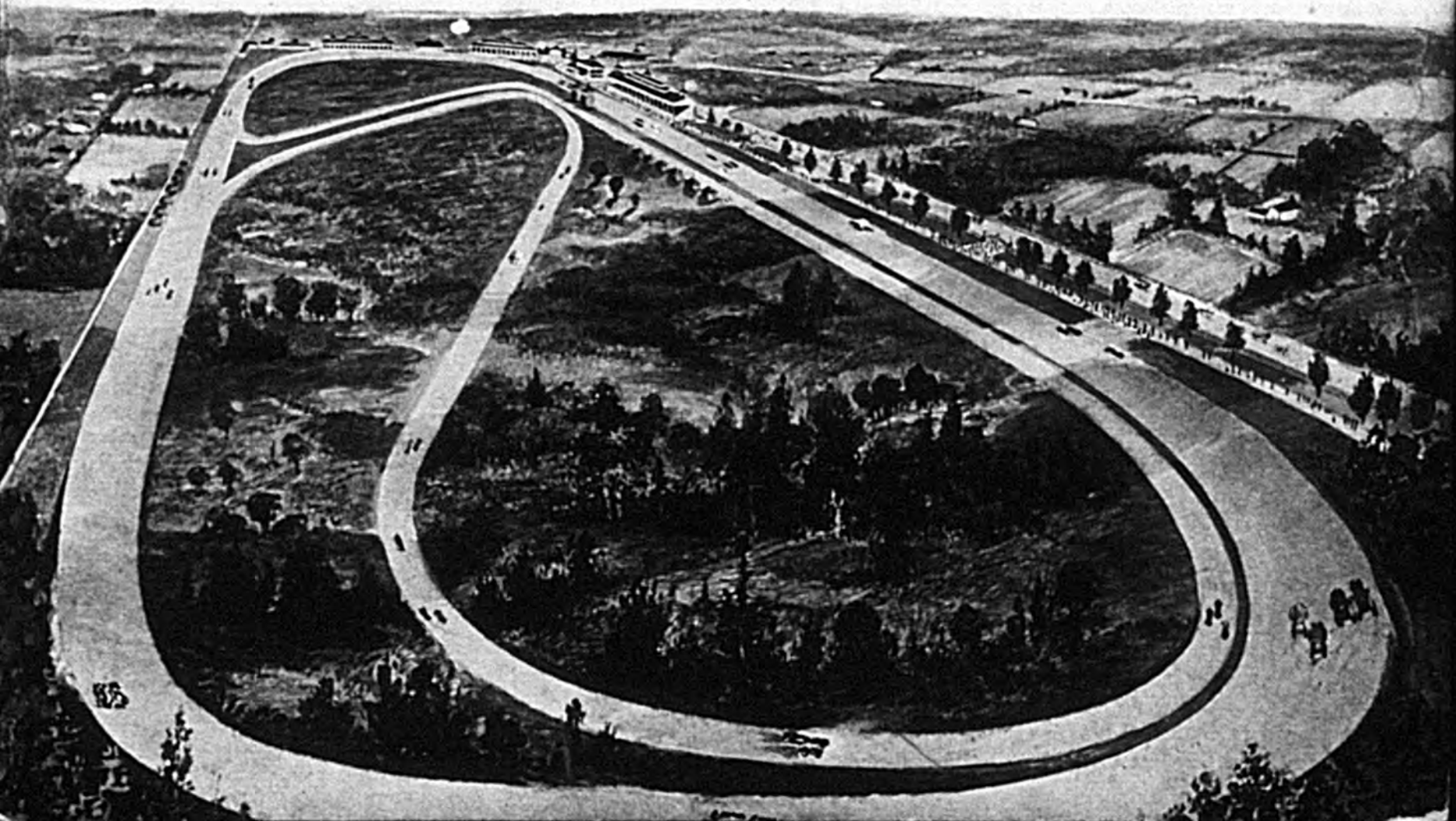


**Indianapolis
Motor
Speedway
Corporation**

Indianapolis Motor Speedway.
The Greatest Race Course in the World.



The Speedway Park has an area of 328 acres.
Total cost over \$350,000.
Circumference of outer track and road course, five miles
Grand stands and boxes will accommodate 25,000.
Entire grounds will accommodate 200,000.
Ten thousand automobiles can be parked on the grounds

THIS SPACE FOR CORRESPONDENCE.

POST  CARD

Place
One Cent
Postage Stamp
Here

MAKING A SPORT OF SPEED

Leslie's Weekly
May 18,
1916

BY HAROLD WHITING SLAUSON



CARL G. FISHER
Father of the speedway
idea, and President of the
Indianapolis Speedway As-
sociation.

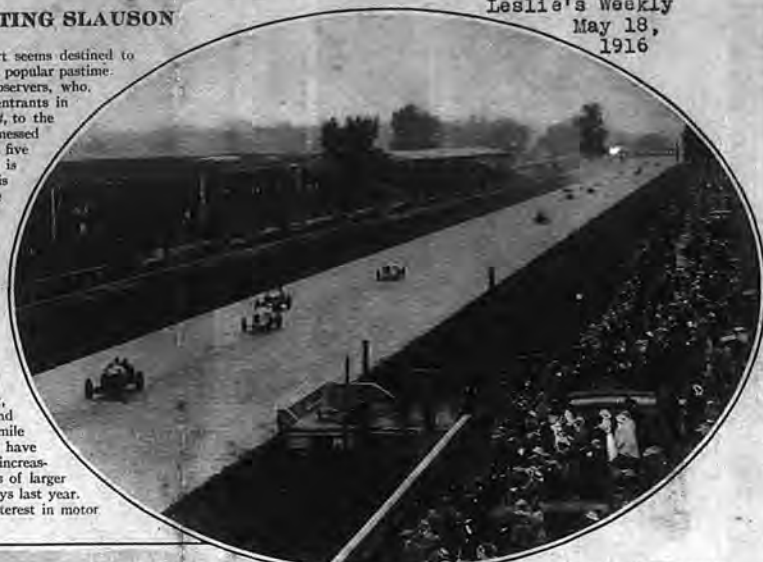
THE world's speediest sport seems destined to become the nation's most popular pastime.

From a handful of observers, who, twenty years ago followed the entrants in the first automobile race, on foot, to the half million spectators that witnessed the motor car races held on the five leading speedways during 1915 is an impressive leap. And yet this is as fairly representative of the strides made by the sport of automobile racing as is the increase in average speeds from five miles per hour to 102 miles per hour representative of the strides made by the industry.

In those early days no admissions were charged; today over a million dollars a year is taken in at the gates of these five speedways. There must be something gripping about a sport which will bring half a million spectators hundreds of miles—and in several instances entirely across the Continent—to witness thirty high-strung, mechanically perfect motor cars, driven by as many daring and steel-nerved drivers, dash around a two- or two-and-a-half-mile track for from three to six hours. And yet these enthusiasts have been flocking to Indianapolis, Des Moines and Tacoma in ever-increasing numbers, and Chicago and Sheepshead Bay have promises of larger crowds this season than attended the opening of those speedways last year.

What has been the cause of this wonderful increase in the interest in motor car racing? The question is easily answered. There are over two million motor car owners in this country, and to the majority of these his automobile represents his principal means of attaining sport, pleasure and recreation.

In addition, these contests are always close and exciting, and this element appeals to the sport-loving nature of the average American. But from a practical standpoint, too, the owner is interested in automobile racing, for on the race-course may be tried out metals and designs, which, were it not for the laboratory of the speedway, would not make their appearance in the stock car until several years hence. The motor car owner is enabled to know just what sustained tremendous pressures bearings of certain materials, lubricated



ON THE HOME STRETCH

"There is something doing every minute" in a speedway race. Each car averages less than two minutes for a circuit, and as there are from 20 to 30 entrants, the spectators are treated to constant action.

But the feature of racing which makes it appeal most to a true sportsman is that it is clean. To be sure, professional drivers race not alone for the honor and glory attendant upon the contest, but for the large cash prizes offered by the management and accessory manufacturers. But this is scarcely a defect, for it serves only to multiply the eagerness to win. The conduct of the sport itself is absolutely in the hands of the contest committee of the American Automobile Association, and from the accuracy of the hundredth-of-a-second timing machine down to the rules requiring certain safeguards on all types of tracks, the contest is run with a fairness, precision and freedom from accident that may well serve as a pattern for the conduct of what has been considered the cleanest branches of intercollegiate sport.

EVERYBODY DRIVES TO THE RACES

The cars parked in the speedway enclosure on race-day form almost as impressive a sight as the racers themselves. In the background is shown a portion of the stands at Indianapolis capable of accommodating 100,000 persons.

by special oiling systems, will withstand. The heat, vibration and pressures obtained in a 300- or 500-mile race at the rate of from 80 to 102 miles an hour could only be equalled in fifty times that distance under ordinary touring conditions, and confidence in the car itself is therefore instilled into the mind of every owner.

The war in Europe will be responsible for several interesting developments in the design of racing motor cars. Already, for its Decoration Day Race, Indianapolis has accepted the entry of a newly designed foreign car which is built on the experience obtained with aviation motors during the last year. It can be safely stated that the design of light-weight parts, which are essential for use in aviation motors, has progressed during the last year to an extent which would have required a decade of development in peace times.

But even as recently as eight years ago the especially constructed automobile speedway was the development of the future. Up to that time contests were held either on mile dirt tracks or on a public highway in which accidents both to spectators and drivers were as frequent in a single race as mark an entire year of speedway sport.

The germ of the speedway idea was planted in the midst of the Hoosier corn belt, and in 1909 the Indianapolis Speedway was completed. With the exception of the famous Brooklands track in England, this was the only speedway of its kind on the two Continents, and Indianapolis soon became the Mecca for the racing enthusiasts of the country. As an indication of the widespread interest in this first track devoted solely to motor car racing, it was found necessary to build grand stands alone capable of seating 100,000 spectators—a number at that time almost equal to the total population of Indianapolis. This two-and-a-half-mile course has become historical. It is the cradle of the automobile track race, the melting pot of design, and the training ground of many a world-famed driver who has made his name in a few short hours of daring driving in one of the classic 500-mile races.

When the four men who had the courage of their convictions sufficient to induce them to sink vast sums of money in what was then a field of corn hills, six miles from the center of the Indiana metropolis, first conceived the idea of this speedway, it was intended that its speed limit should be set far in excess of that ever considered attainable by any racing car. But as pioneers, they



SEVEN O'CLOCK ON A RACE-DAY MORNING

Unlike the road races which started at daybreak, the speedway races do not start until ten, eleven or twelve o'clock. Nevertheless the crowds begin pouring in four and five hours before starting time in order to avoid the congestion on the roadways and at the gates.

(Continued on page 631)

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



PAUL THOMPSON

COLLEGE CHAMPION OF THE FOILS
 Louis Mouquin, of Columbia University, is a firm believer in the "try, try again" injunction. After finishing second for three successive years in the intercollegiate fencing championships, he recently attained his goal and became the accredited premier wielder of the foils. He met the best swordsmen of the U. S. Military Academy, Yale, Harvard, Cornell and Pennsylvania, and was defeated only once in fifteen bouts. In a bout which went to three extra periods W. H. Russell, of Harvard, defeated him 18 to 17, thus spelling his chances for a clean slate.



HOWARD BERRY

WON THE BOSTON MARATHON

In the remarkable time of 2 hrs. 27 min. and 16 2/5 sec., Arthur Roth, of Dorchester, Mass., recently won America's classic run, the Boston A. A. Marathon, from Ashland to the Boston A. A. clubhouse. At the finish, gasping for breath, he staggered through a final desperate spurt and broke the tape nine seconds ahead of Villa Kyronen, of New York. Sidney Hatchco, of Chicago, was third.

NOTHING SERIOUS

We think that father's very ill. His talk is strange and queer; And though he does not speak of pain, 'Tis serious we fear.
 We noted symptoms first in March When breakfast he'd refuse To read the papers for what he Called "Southern training news."
 At evening cards and music, too, For him had lost their charm; He just read books he said "despise."
 We know they did him harm, Along in April he grew worse. Of that there was no doubt; He spoke of things which none of us Know anything about.
 He talked about some one named Cobb, And of the times he stole; And also of one Bennie Kauff, And of the hits he "pole."
 He vowed that Matty would "come back," That Red Sox were his style; And that some Pirates, "in a scrap Would beat the Cards a mile."
 We don't know what to make of him, But hope he will recover; If not, a doctor we must call, His ailment to discover.



HOWARD BERRY

RED AND BLUE ATHLETES MAKE RECORDS

Father Time received another jolt at the twenty-second annual relay race carnival, at Franklin Field, Philadelphia, recently, when the four representing the University of Pennsylvania won the American college champion sprint medley relay race, one mile, in 3.28 3/5, a new world's record. Ted Meredith, the Olympic champion, was the chief factor in the victory. He came from behind for the final 800 yards, covered the distance in 1.54 4/5 and finished five yards ahead of his nearest opponent. Chicago was second, Wisconsin third, and Princeton fourth. Howard Berry stamped himself as a wonderful all-round athlete by winning the pentathlon competition in the first day of the carnival when he took the running broad jump with 20 ft. 6 1/2 in., tossed the javelin 145 ft. 2 1/2 in., ran the 200 meters in 23 2/5 sec., threw the discus 100 ft. 7 1/2 in., and then, despite the energy used up in the preceding contests, won the 1,500 meter run in 4.29 4/5. He also was the pentathlon winner in 1915.



HOWARD BERRY

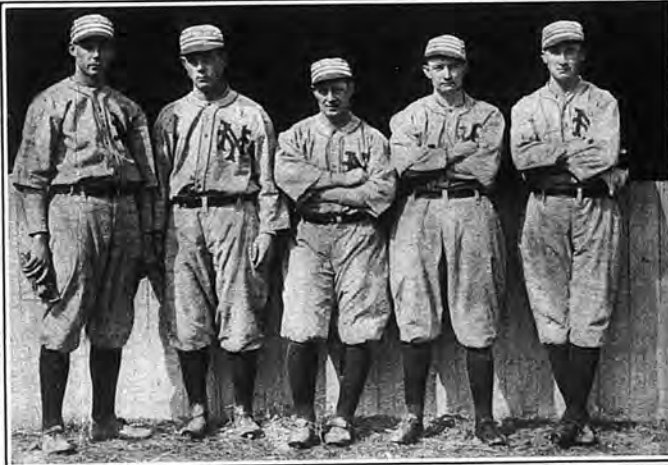
HOWARD BERRY



THOMAS W. THORNTON

AQUAPLANING A GENUINE THRILLER

When the youthful Australian gallant wants to give his fair charmer a genuine "joy ride," he does not take her for an automobile trip. Instead they journey to the famous resort at Sidney Harbor, don bathing suits, and on small rafts attached to motor boats take a spin out beyond the surf. Those who have tried the sport pronounce it unequalled for speed, action and excitement.



Roush Rariden Kauff McKechnie Anderson

QUINTET OF ONE-TIME PEDS WITH MCGRAW

Manager McGraw, of the Giants, who again this season got away to a very poor start, largely because the pitching staff went poorly, evinced a liking for Fed players as long ago as the spring of 1915, when he almost kidnapped Bennie Kauff from the Brooklyn "outlaw" aggregation. Now, in addition to the clever Kauff, he has upon his payroll the names of four other stars of the defunct Gilmore organization. They are Rariden, catcher; Anderson, pitcher; McKechnie, infielder, and Roush, outfielder. Should the New York Nationals win high honors this year considerable of the credit undoubtedly will go to the former Federal Leaguers.

C. G. FISHER, President

A. C. NEWBY, Vice-President

F. H. WHEELER, Second Vice-President

J. A. ALLISON, Secretary and Treasurer

Your Order No. _____

Carl G. Fisher

For _____

Booked by _____

Payment Due _____

Indianapolis Motor Speedway

GREATEST RACE COURSE IN THE WORLD

NOTICE

Please make all checks payable to the Indianapolis Motor Speedway

Indianapolis, Ind.

Aug 21 1918

To Lumber & Hardware for lighting towers

241 11

To Labor Erecting same

253 30

To Eight Flood Lights & Installing same

512 69

To Maps, Blue Prints, Photographs Telegrams, Etc

521 19

To Travel Expense W & Lee & T. B. Myers

3176

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Out corrected by Myers

TERMS: Prices on this invoice are net. No cash discount allowed. All accounts are due at time specified above, unless special arrangements have been made, when they become due the first of the following month.

ALLISON EXPERIMENTAL COMPANY
(SPEEDWAY)
INDIANAPOLIS, IND.

Speedway

September 18, 1918.

Mr. Carl G. Fisher,
President of The Indianapolis Motor Speedway,
Indianapolis.

Dear Mr. Fisher, -

The writer wishes to call your attention to a condition that exists at the Indianapolis Motor Speedway that perhaps you have not noticed.

You no doubt know that Mr. Allison, who is President of our Company and also Secretary and Treasurer of the Indianapolis Motor Speedway of which you are President, gave General Lee of the British Aviation Mission permission to use the Indianapolis Motor Speedway field and hangars at any time that he might have occasion to send planes to Indianapolis.

General Lee has had the use of one of these hangars for about two months now, and he had intended taking his planes away from Indianapolis but has since kindly consented to leave two of these planes here in charge of Captain Hammond who will fly over the State of Indiana during the next few weeks in the interest of the Fourth Liberty Loan.

As the Indianapolis Motor Speedway has but two hangars - one of these now entirely given over to the British Aviation Mission, as mentioned above - the other one hangar is not anywhere near sufficient to take care of the planes that arrive and depart from the Speedway each day. The one hangar not now used by the British Aviation Mission is in use almost constantly by the Aviation Central Repair Depot located at the Speedway.

During the exhibition given here by the Aerial Circus, there were twelve machines that could not be housed in the hangars and were forced to stay out one or two nights without any protection whatever from the weather.

Mr. Carl G. Fisher -

Last Saturday afternoon, several planes arrived here from Scott Field, Belvidere, Illinois, and at the same time there were several machines in the hangars so that these arriving machines were forced to stay outside Saturday night and Sunday night without any protection from the weather.

Now this is a condition that should not exist. If the Indianapolis Motor Speedway do not intend to put up any more hangars, pressure should be brought to bear upon the Officials at Washington to see that more hangars are built here as any planes arriving from Dayton, Rantoul, Belvidere or any of the other flying fields close by should have a chance to be housed in the hangars.

The writer is particularly interested in the matter of hangars at the Speedway as it was through his efforts that the Pomilio Brothers Corporation, Aviation Experimental Works, was located at Speedway. For quite some time, I had been in communication with the Aircraft Engineering Bureau at Dayton with an idea of locating an experimental aviation works at the Speedway, as this Speedway makes a most ideal experimental flying field, and as at the same time we had a large building vacant that could be used for the designing and building of these experimental machines.

Therefore, if the British Aviation Mission is to use one hangar and the Central Aviation Repair Depot the other, which is no where near large enough to take care of their requirements, there will be no hangar left for the use of the Pomilio Brothers Corporation. As it is to our interest that these people are taken care of, I am writing you hoping that you can find some means whereby we can secure these hangars - or at least one of them - for the use of the Pomilio Brothers Corporation.

If we had a hangar vacant at this moment, the Pomilio Brothers have two machines which they would erect and would store there and would use them in the interest of the Fourth Liberty Loan.

Trusting that you will be able to do something for these people in regard to the use of the hangars, I beg to remain

Yours very truly,

M. H. Helman
Treasurer.

NHG-NH

Indianapolis Motor Speedway

Greatest Race Course in the World

Indianapolis,

January 16, 1919.

Speedway

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher,

A day or so ago Louis Chevrolet stopped in Indianapolis and made quite an extended call at this office to talk over the racing situation of 1919. It seems that the principal thing that influenced Chevrolet to come to Indianapolis was to learn if it would be possible for him to get any sort of a guarantee as to the matter of expenses.

Chevrolet explains that he is very short of money and he would like very much to enter three of his cars for our event but unless he can get some assurance of some help on his expense account in the event in the event of none of his cars winning any prizes, he will be able to come with only one car. He states emphatically that he will be here with one car, guarantee or no guarantee, but if we could see our way clear to help him out, he would like to come with three cars, as stated above.

The writer explained to him that this was entirely foreign to the policy of this company and that he felt quite sure that none of the owners of this track would approve of such a proposition and for that reason could offer him no encouragement.

I am advising you of this situation that in the event you think it desirable to have all three of his cars and would therefore want to advise Chevrolet differently from the information the writer gave him.

Very truly yours,

J. B. Myers

TEM-ED

MANAGEMENT

C. G. Fisher
A. C. Newby
F. H. Wheeler
J. A. Allison

ADDRESS ALL CORRESPONDENCE TO INDIANAPOLIS MOTOR SPEEDWAY
AND NOT TO INDIVIDUALS

Indianapolis Motor Speedway Company

Maintaining Greatest Race Course in the World

Indianapolis

February 11, 1919.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher,

Bradley has cabled that Andre Boillot, a brother of Georges Boillot, will come over for our race and would like to drive one of our Peugeot cars for which he is in position to bring spare parts if any are needed. Or, he could secure a small Peugeot of 152 cubic inches piston displacement. This is one of the 2½ Litre cars that was built for the Le Mans race which was run before the war.

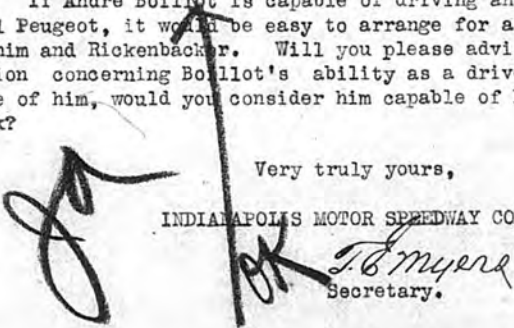
From inquiry of Resta and other men, it seems that these small cars are very fast and capable of an average speed of eighty miles per hour. Bradley volunteered the information that he thinks this car is incapable of winning our race but could very probably duplicate the performance of Duray in 1914 when he finished second.

Andre Boillot is also an aviator of quite some distinction and is willing to fly, provided we can supply a machine. Rickenbacker knows him very well and reports that he is an aviator of quite some ability. Up to this time the writer has been unable to learn anything about Boillot's ability as a driver. Information has been requested from Bradley, but no word has been received up to this time.

It is possible that you might have heard something about Andre Boillot's driving when you were abroad visiting Goux and Georges Boillot. If Andre Boillot is capable of driving and would come with the small Peugeot, it would be easy to arrange for a flying exhibition between him and Rickenbacker. Will you please advise if you have any information concerning Boillot's ability as a driver and from your knowledge of him, would you consider him capable of handling a car on our track?

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY COMPANY.


Secretary.

MANAGEMENT TEAM-ED

C. G. Fisher
A. C. Newby
E. H. Wheeler
J. A. Allison

ADDRESS ALL CORRESPONDENCE TO INDIANAPOLIS MOTOR SPEEDWAY COMPANY AND NOT TO INDIVIDUALS

Indianapolis Motor Speedway Company

Maintaining Greatest Race Course in the World

Indianapolis

February 11, 1919.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher,

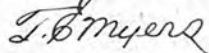
In a letter dated January 2, Bradley advises that, in his opinion, the real big European representation will not come to America until 1920 and by that time all of the factories will be ready. He feels most certain that France will again race during that year.

His suggestion is, that if we could announce our plans for the year 1920 as early as possible, it might have considerable effect on the rules to be formulated by the Automobile Club of France. European factories seem to prefer a decrease in the size of the cylinder capacity, many of them being strongly in favor of three litres, or 183 cubic inches. It seems to be the opinion of the racing engineers abroad that they can cut down the cylinder capacity to this size without decreasing the speed.

This seems to be valuable food for thought so that if our piston displacement for the next race would be the same or some where near that required for the French Grand Prix, the teams would have plenty of time to come to America for our event and return for the Fall races in France.

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY COMPANY .



Secretary.



MANAGEMENT

C. G. Fisher
A. C. Newby
E. H. Wheeler
J. A. Allison

ADDRESS ALL CORRESPONDENCE TO INDIANAPOLIS MOTOR SPEEDWAY COMPANY AND NOT TO INDIVIDUALS

Indianapolis Motor Speedway Company

Maintaining Greatest Race Course in the World

Indianapolis

February 11, 1919.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher.

Our entry list is beginning to show some signs of activity for this time, and the writer felt that you might be interested in the nominations we have received up to this time, which are as follows:

Clifford Durant, Oakland California,	Chevrolet, Special.
Ralph Mulford, Brooklyn, N.Y.	Frontenac
Josef Christiaens, Wolverhampton, England.	Sunbeam
Jean Chassagne, Wolverhampton, England.	Sunbeam
W.W. Brown, Kansas City, Mo.	Hudson 24-Valve.

The latest cable advice from Bradley is to the effect that the Fiat factory has decided against sending their cars as factory entries but Bradley is endeavoring to arrange to secure these cars for some of the other drivers and is negotiation with Hemery Wagner and Scales.

Rene Thomas is working on a team of racing cars which he hopes to have completed in time for our race although it seems that this is not absolutely certain. Thomas asks that we keep this quiet until he is absolutely sure that his plans are going to be completed.

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY COMPANY.

T. B. Myers
Secretary.

TEM-ED

MANAGEMENT

C. G. Fisher
A. C. Newby
E. H. Wheeler
J. A. Allison

ADDRESS ALL CORRESPONDENCE TO INDIANAPOLIS MOTOR SPEEDWAY COMPANY AND NOT TO INDIVIDUALS

Indianapolis Motor Speedway

Greatest Race Course in the World

Indianapolis, Ind.

February 22, 1919.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher.

Referring to my letter of some days ago, making inquiry of you concerning your knowledge, if any, about Andre Boillot, wish to say for your information that Bradley writes under date of February 6th, as follows:

"With regard to Andre Boillot, I have received your cable asking for information as to his experience. Andre Boillot who is about 24 years of age, has been an aviator of the French Army for three years, and at the present time is chief pilot with the Bleriot Company; before the war he was reserve driver for the Peugeot Company, and although he never started in any big race for Peugeot, he went through all the practice work with his brother on the Peugeot cars. For two years he was demonstrator for the Peugeot Company in England and took part in a large number of races on Brooklands track with the old single and twin-cylinder racing cars. I consider him to be quite capable of making a very interesting showing on Indianapolis track; After having seen Georges, I do not think the public would be disappointed in the demonstration of driving that Andre Boillot could give."

It would appear from Bradley's letter that Andre Boillot is capable of handling a race car and in view of his being an aviator of some distinction, we might possibly make arrangements with him to come with the car for the usual \$1000 guarantee, with an offer of an additional thousand for a flying exhibition.

Does this appeal to you as being a good proposition?
Your early advice will be appreciated.

Very truly yours,

L. B. Myers

RECEIVED

MANAGEMENT

C. G. Fisher
A. C. Newby
F. H. Wheeler
J. A. Allison

ADDRESS ALL CORRESPONDENCE TO INDIANAPOLIS MOTOR SPEEDWAY
AND NOT TO INDIVIDUALS

Boillot Part



Indianapolis Motor Speedway Company

Maintaining Greatest Race Course in the World

Indianapolis

March 10, 1919.

Speeding

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher,

You will find enclosed herewith a statement of the ticket sales for the week ending March 8th together with the totals of the entire business since the opening, on February 3rd.

Please note that the cash sales for this year are \$1993.49 plus a war tax of \$201.51 which we have reserved, giving a total of \$2195.00 as against \$980.50 in 1916 and \$2938.50 in 1915.

The total of the tickets laid away is considerably less than those of former years as in 1916 the total was \$14,285 and in 1915 \$25,258.50. The only reason that the writer is able to see for this difference in the tickets laid away is from the fact that our ticket business is practically all from customers out of town and there seems to be a lack of interest locally. This seems hard to explain as the local papers are carrying the usual amount of publicity for this time of the year and there is a great deal of talk and inquiry concerning the race, but not much actual business. This will probably come up later as warm days arrive and the entry list grows in length.

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

T. B. Myers

Secretary.

TEB-ED

MANAGEMENT

C. G. Fisher
A. C. Newby
E. H. Wheeler
J. A. Allison

ADDRESS ALL CORRESPONDENCE TO INDIANAPOLIS MOTOR SPEEDWAY COMPANY AND NOT TO INDIVIDUALS

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 405 TWELFTH STREET, MIAMI, FLA. ALWAYS OPEN.

1919 APR 2 AM 7 46

A44J 47 NL

INDIANAPOLIS IND 1

CHAS G FISHER. 675

MIAMI FLO

*V.B. ops.
Miss Roberts
9.75 a.m.
J.J. Agle*

CABLE FROM GOUX REQUESTS WE RESERVE. PENGEOT FOR ANDRE BOILOT
BOILOT EXPECTED BRING SMALL. PENGOIT DOUBT ABOUT CAR BEING READY
ON TIME HAVE CABLED GOUX. PREFER BOILOT BRING SMALL. PENGEOT BUT IF
IMPOSSIBLE WILL RESERVE OUR. PENGEOT FOR HIM GOUX EXPECTS TO SAIL
FIFTH TO TWELFTH APRIL

SPEEDWAY.

*Duplicate Copy
of Phoned Msg
to*

1919 APR 2 AM 7 47

WARNER-PATTERSON CO.
CHICAGO, U. S. A.

OFFICE OF THE
PRESIDENT

Speeding

June 3rd, 1919.

Meyer

Mr. Carl Fisher,
Indianapolis, Ind.

My dear Carl:--

I drove up to your house Saturday night about 9:30, but you had a house full of company and I did not stop. I wanted to say goodby and to thank you and Mrs. Fisher for your hospitality.

From many viewpoints the race was a decided success. I am giving you herewith a few thoughts that I think should bear fruit, namely:

Put a wooden protection over the timing wire, from the cement curb to the inner fence. I was disgusted with the timing system. With cars not more than a thousand yards away from me I was told to give the driver the checkered flag, he not even having received the green flag. I was told to give No. 4 and No. 7 the checkered and green flags together, it being assumed that the checkered was for DePalma (and DePalma had not received the green flag) and the green flag was for No. 7. And then, when they came around again I was told to give them both the checkered flag.

I was told to give Thomas the checkered flag, he not having received the green flag, and then after he slowed down and took about four minutes to come around I was told to tell him to go ahead and make two more laps.

To complete the mix-up, after about the sixth car was in Rickenbacker and I were told to look at the score board and give each driver two more laps than the score board indicated and then flag them.

The system is all wrong and should be corrected. Each time-keeper should have not more than three cars to look after and then he should have an odometer with a push button to register each car as they go by. Also, an odometer operating at the same time, for the man in charge of the score board.

WARNER PATTERSON CO.
CHICAGO, U. S. A.

June 3rd, 1919.

- 2 -

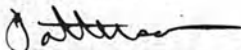
I noticed that nearly all the drivers or their mechanics looked at the score board opposite the judges' stand for their score as to laps. Why wouldn't it be a good idea to put a score board at the extreme end of the grandstand, as they go into the first turn? This they could see coming down the entire length of the track.

It is to be regretted that Thurman and Lecoq, with his mechanician, lost their lives, but both of these drivers were cautioned by me for what I thought reckless driving, and for not observing the flags. In my judgment no driver should be allowed to drive where there is any question in the minds of the officials as to his ability to drive safely.

Please do not quote me in any of the above suggestions or thoughts, because it might be inferred by others that I was criticising. Every man who worked did his best, but the best is not good enough when it can be bettered.

With kindest personal regards, I am

Sincerely yours,



ECF/LD

July 22nd, 1918.

Mr. Ralph DePalma,
c/o Packard Motor Car Company,
Detroit, Michigan.

Dear Ralph :

The Hospital here at Fort Benj. Harrison has about 750 badly shot up young men from this last War. There is one thing that these young fellows want to see more than anything else in the world - at least they say they do : they want to see a match race at the Speedway and they want to see Ralph DePalma, Barney Oldfield and Wilcox together.

I told the Colonel in charge of the Post the other day that the Speedway would donate the Track and the Officials, and that we would get the Motor Corps to donate the automobiles to haul all these poor devils out to the Speedway. I also told him that I would try and get you fellows down here to drive an exhibition for these boys.

We have a couple of Peugeot's and one Buick that are in good shape - and we would like to have you come down ^{with} your Packard. Wilcox can drive one of the Peugeot's and if you can't bring your Packard along, you and Barney can drive the other two cars of ours.

I shot for a program, if we could get your consent and Oldfield's, we would have a ten (10), twenty (20) and thirty (30) mile race for a Gold Medal. In the twenty-mile race we would have a stop on the fifth lap for a tire change. This is about the only program I could think of that would not run into considerable expense for tires, mechanics, etc.

I feel that we can't do too much for these poor devils who are all shot up. There will be about seven hundred of them in the Grand Stand and it will take about four hundred automobiles to haul this number, as in some cases it takes an entire automobile to haul one cripple. There will also be a large number of officers, nurses, etc.

On receipt of this letter, won't you please wire me if you will come. The tentative date is August 12th.

I would like to get Joe Hayer to come with a Frontana if I could, or Louis Chevrolet, and make it a four-cornered affair. But we can't give them a real thriller unless we can get you and Oldfield to come down.

Let us hear from you.

Yours very truly,

GGF:R



HOTEL ROBERT FULTON

SEVENTY-FIRST STREET WEST

NEW YORK Aug .7th, 1919

Speeding

Mr. Carl G. Fisher,
Indianapolis, Ind.,

My dear Mr. Fisher:-

On account of not having a permanent address, my mail makes many détours before reaching me. Your letter of July 22nd received this morning.

It will be impossible for me to compete at Indianapolis on August 12th, as I have been under the weather for the past three weeks, and my car will not be in condition to use any where inside of one month, as it was damaged in my last race with Willcox at New York, and it has had no attention since.

The Packard Company are in no position to help me on account of their heavy program for the pleasure cars. It is possible that my car will be ready for competition about September 1st, and I will do anything to help so that it will not interfere with any other race meet. I will not compete at Uniontown in September, so if you will put on your exhibition the early part of that month, I will gladly compete.

You are undoubtedly aware that the Packard Company will not continue with their racing program for next year; in fact I am continuing the program for the balance of this season entirely myself.

Hoping you are enjoying the best of health, I remain,

Yours very truly,

Raymond S. Palma

August 11th, 1919.

Mr. Ralph DePalma,
c/o Hotel Robert Fulton,
New York City.

Dear Ralph :

The soldiers will not be here during September,
so we will have to pull off our little affair about the
middle of August.

I am sorry you can't be with us then, as it will
be a disappointment to them all. Thanking you just the
same, -

Yours very truly,

CGF:R

105.
P.O. Amer. Powerboat Assoc.

October 17th, 1919.

Mr. Albert L. Judson,
c/o The Plaza Hotel,
New York City.

My dear Commodore Judson :

Accepting your letter of the 11th regarding the best conditions for horse races, croquet, etc : The most ideal place for an automobile race is not the Indianapolis Motor Speedway or any other Speedway that was ever built, but is on the Great Salt Desert in Nevada, which is 25 miles wide and 100 miles long, with not a pimple on it as large as a mesquite egg. This is the most ideal racing condition for automobiles in the world - but did you ever hear of anybody racing on the Great Desert ? You did not - and you never will hear of such a thing - for the reason that there is nobody there to see it. The best race in horse racing is certainly not around a curved track ; the reason they have a curved track is because they want spectators to be able to see the race ; otherwise they would have a perfectly straight track.

The only possible handicap to boats passing, such as you refer to, would be where the boats were so nearly equal in speed that the difference would be less than 5%. Any boat that has 5% more speed than a competing boat could pass on a 3-mile course. You are not going to be able to make these boat races a success unless they are spectacular - and it will be spectacular on a 3-mile course and still the boats will have every opportunity.

I must say that when the idea of first racing automobiles on a two-and-a-half-mile Speedway was taken up in this country, the people who built the Vanderbilt Race Course and the people who had been holding big road races, couldn't imagine for an instant that such a course could be satisfactory - and yet all the big road races are now a thing of the past. The Speedway races are a success because a large number of people can see and become interested in the races and the cars, and this pleases the manufacturers who offer large purses.

This is one particular point on which I would not be willing to change my views until they had been proven wrong - and that is the 3-mile course. If, after the first Meet, it is well proven by the expressions of the contestants and the observations of the Judges that the course is too short, then of course I would be very willing to see the course lengthened.

Mr. J. G. Vincent of Detroit, the designer of the Liberty Motor, has been here for the past two days, and I have had some talk with him regarding the Liberty Motor for marine purposes. I would like, however,

Mr. Albert L. Judson. #2. October 17th, 1919.

for you to take first hand information from the designer and builder of the Liberty Motor. There is no doubt that a big part of the Liberty Motor is available for such work as we have, but the ordinary Liberty Motor, it seems to me, does not fit the conditions we are trying to create. Such a marine motor as the Hall-Scott Company is building certainly is suitable - and the Liberty Motor, with the exhaust pipe out the rear transom, with starting gear and with transmission, all enclosed under a hood, will probably pass. It will be cheating our object to a certain extent - but if we will make the race 100 miles in length or if we will make it a series of three 50-mile races or heats and specify that any repairs necessary are done on racing time - then we will be able to separate the sheep from the goats, and then we will be able to decide what motors will stand up and give satisfaction to purchasers for this class of racing and for pleasure work.

Undoubtedly Gar Wood has in mind a new lower crank case and different pump, possibly a different oiling system, which may make it possible for the balance of the Liberty Motor to act satisfactorily for a limited time in fresh water - but to attempt to use such an outfit in salt water is not practical except for out-and-out racing purposes.

On the other hand, we do not want to put a premium on cast iron engines. If fine chrome and nickel are the practical things, we want to use them - and we want to be as liberal as we can in helping to produce the perfect motor for marine work.

I am asking Mr. Purdy to send you a blueprint of my runabout, which is the Purdy Boat Company's idea of a runabout that will stand up and do good service. This may not be the fastest boat in the race by long odds, but after I get thru racing, she will still do 40 miles without having to rebuild her, and I can ride in this boat without looking like a plumber, and can have guests who are not subjected to the annoyances that go with an out-and-out racing boat - and I think there are other people who will enjoy owning boats of this class and racing them.

Kindly let me hear from you.

Yours very truly,

CGF:R

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

*Maintaining the Greatest Race Course
in the World*

INDIANAPOLIS, INDIANA

January 23, 1920.

Mr. H. W. Griffith,
Anderson, Ind.

Dear Sir:

It is as certain as anything in human calculation can be made certain, that the 500-mile race scheduled for Monday, May 31, 1920, will be the greatest in the history of automobile speed contests.

Interest in the coming event is intensified because of the new motor requirements.

In the first two 500-mile races motors not exceeding 600 cubic inches piston displacement competed. In the next two events the limitation was 450 cubic inches and then it dropped to 300 cubic inches. Now, the last word is a race for cars with a power plant not exceeding 183 cubic inches.

Try to imagine how fascinating a contest between more than thirty automobiles racing 500 miles without a precedent to judge their possibilities-- surely you will not want to miss the opportunity to enjoy a battle royal as this.

On Monday, February 2nd, at nine A. M., the advance sale of boxes, reserved seats and parking spaces will start. For your information and convenience we send you herewith a chart with complete data about the prices and seat locations. Why be disappointed at the last minute? We urge you to order now.

It will be our pleasure to care for your orders in a way to meet your approval, and if you follow our suggestion-- not to delay-- we believe you will be grateful.

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY COMPANY.



Secretary.

TEM-ED

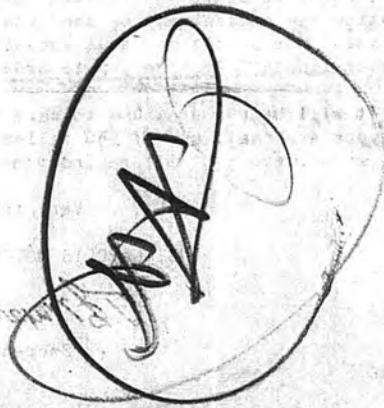
INDIANA GAS MOTOR SPEEDWAY COMPANY

1000 North The Greenway, Indianapolis, Indiana

1950

INDIANAPOLIS, INDIANA

APR 11 1950



A large, stylized signature or scribble enclosed in an oval shape, located in the lower right quadrant of the document. The signature is written in dark ink and is highly stylized, possibly representing the initials 'JH' or similar. The oval is also drawn in dark ink.

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

*Maintaining the Greatest Race Course
in the World*

INDIANAPOLIS, INDIANA

February 10, 1920.

Speedway

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher,

Statement of the advance sale of tickets for the first week of the sale, which ended on February 7th, you will find enclosed herewith.

Our sale has opened very satisfactorily and you will please note that this statement shows cash sales of \$1332.24 as against \$685.18 for the opening week of last year, a substantial increase in favor of this year. These statements will be supplied to you each week that you may keep in touch with the progress of the sale.

Indications for the next race are quite promising, at this time our entry list includes cars as follows:

- 1 Chevrolet by Durant.
- 3 Monroes by the Wm. Small Company
- 3 Frontenacs by Louis Chevrolet
- 1 Ballot by Ralph DePalma
- 1 Peugeot by A.G. Kaufman
- 2 Duesenbergs by F.S. Duesenberg
- 1 Oldfield Special by Barney Oldfield.

In connection with Ralph DePalma's entry, he has requested that we say nothing about it until he advises us.

Information from abroad indicates that we are practically assured of three Peugeots, two additional Ballots and three Fiats, with a possibility of several others.

Goux has invited Wilcox to drive the third Peugeot, and they are conducting negotiations.

Very truly yours,

T. B. Myers

TEM-ED

Speedway

March 25th, 1920

Mr. Antonio Giraudier, Jr.,
Post Office Box #357,
Havana, Cuba.

My dear Mr. Giraudier :

I have your letter of the 19th : In suggesting that a few of your friends should come to Indianapolis on May 30th to see the Indianapolis Motor Races, it occurred to me that it might give you an idea of the manner in which we entertain a large number of people once a year at Indianapolis - and I had in mind that Havana should have some sort of an entertainment once a year that would be very much talked about in America and that would encourage a good many thousand visitors from Miami and Palm Beach and southern Florida to visit Cuba. We have figured that the people who visit the Indianapolis Motor Speedway Races spend in the city at least two million dollars in five days. Our company sells them \$250,000 to \$300,000 worth of seats to the big Race, and we have thousands of seats sold at \$10 each. We have a mile-and-a-quarter of grandstands, and if the weather is fair we have something near 100,000 on the grounds, which are a mile square.

I am not sure that you would get any particular benefit from this visit unless you could, thru this visit, get some suggestions for something of this kind on a big scale in Cuba. A Speedway in Cuba, for instance, would cost at least \$800,000.00 and it would only be usable once a year - but the receipts would practically be \$200,000.00 for one days racing. It might be more desirable for you to have some other big affair or something that would be big enough to call for a great deal of publicity all over the United States.

It would not be possible for me to come to Cuba this season. I have a great deal of work laid out and will be here until about the middle of May. I am now negotiating with a large Steamship Company, and we may send this representative to Cuba in a few days to talk to your Government and to your biggest financial men. Don't forget that the most necessary thing for the welfare of Cuba is proper connection by steamship between Havana and Miami or between Miami, Havana and Jacksonville, or possibly Havana, Miami, Jacksonville and New York - but there must be proper boats of at least 20 miles per hour, and the passports must be practically eliminated. On account of the passports it is entirely too much trouble for the average American to bother with a trip to Cuba. If you could do away with the passports and have a twenty mile per boat between Havana and Miami, it would mean millions of dollars to the Cuban people. Undoubtedly you would have had 25,000 additional visitors from Miami alone this Winter, with proper steamship connections, and each one of these visitors would have spent in Cuba from \$100 up to \$1000 or \$2000 each.

With kindest regards, -

Yours very truly,



The Dayton Engineering Laboratories Co.

Dayton, Ohio

Auto Races

June 10, 1920.

Mr. Carl G. Fisher,
Indianapolis, Ind.

My dear Carl:

I have received your letter of
June 6th.

I was fully aware of the fact that Boyer's car went out, also that DePalma's car took fifth place. I think that Ralph will play in better luck from now on as he is having some of our scientific equipment fitted to his car. I figure that if all the cars are so equipped next year, that the race will be very much more interesting and we will not have these uncalled for things on the last laps. Outside of steering knuckles and magnetoos, the car showed up very good indeed.

I hope that when you are up in this section of the country, you will have an opportunity to come to Dayton to see us.

With kindest personal regards, I
am

Yours very truly,

Chas. Fetterling
President.

Hub Races

June 6th, 1920.

Mr. C. F. Kettering,
Dayton - Ohio.

Dear Mr. Kettering :

Are you aware that you owe me two hundred bucks ?
Do you know that Number Six - Mr. Boyer's car - went out and
that DePalma finished 5th place ? You were just leaving the
Paddock when #6 looped the loop at the north end of the turn
four or five times and crashed into the wall. I don't
suppose you have read the papers regarding the finish of the
various contestants, since you left the Speedway.

This, however, strongly exemplifies the fact that
bull luck will often beat science. Send me two hundred
bucks and I'll see that you get plenty of Guest Passes for
next year as at that time I will need more loose change.

Yours very truly,

CGF:R

Speedway
Indianapolis, June 21, 1920.

Mr. H.J. Carney,
Forty-Second Street Building,
New York City.

My dear Mr. Carney,

Recently I have been looking into the labor turn-over situation here at the Speedway. I find that this situation is not improving, and at certain times of the year is worse than it was last year or any year previous.

With the large interests that you have here, together with the interests of the Allison Experimental Company, it seems to me that it is absolutely necessary that some arrangements be made for the better housing of a large number of mechanics, and also for the Saturday afternoon, Sunday afternoon and evening amusements of the mechanics who live here, and who work at the Prest-O-Lite Company, or who board in the neighborhood.

The fact of the matter is that there are no boarding houses in this neighborhood which will accommodate a hundred to a hundred and fifty men, and these boarding houses are not conveniently situated.

I am satisfied that the Prest-O-Lite Company loses annually in the labor turn-over more than enough money to construct at least one \$150,000.00 hotel. With the construction of two such hotels, I am thoroughly convinced that the labor turn-over problems would greatly improve, and that your hotels could be so handled that they would pay a small interest on the investment.

We should have here at the Speedway a small moving-picture show. We should have a swimming pool, also a small gymnasium, a basket ball court and a hand ball court, as well as a billiard room and cafe with up-to-date soda fountain attachments.

All the big companies in Akron, Cleveland, and most of the other large cities have learned that it is a necessary part of their equipment in order to keep the best labor.

Our interests are not, of course, in comparison with
yours

Just recently several large companies have begun operations in Indianapolis and these companies are drawing and going to draw heavily on the skilled labor, as well as the unskilled labor.

If you make plans immediately, and start to build for the care of the workmen, you can retain a large number of the skilled men until these improvements are made. In the meantime, you can have a line out for a great many others that would like to have a permanent location in the neighborhood where they are employed.

Kindly let me hear from you.

Very truly yours,

CGP-NH

James A. Allison.
T. H. Myers.
George Miller.
H. G. Sample.

Polo at Speedway

POLO 1920-21 OUTLINED PLAN

First - to construct two polo fields - 400' wide by 900' long - running north and south. Location - a short distance west of the Aviation Sheds, leaving some room between the track and the polo fields for airplane landings, diverting however most of the airplanes landing slightly further to the north, having in mind, however, that any part of the polo fields can be used in an emergency without danger.

For the present, the garages will be made over into temporary stabling quarters for this season - one small garage to be fitted up as a blacksmith shop with a small hand forge; one small garage to be fitted up as a bridle and saddle tack room. The Hospital, for the present, can be used for the groom's quarters.

It will be necessary to make a small Referee Stand - size about 8 x 8 and 12' tall - with a bell suspended from the center for calling time. Also necessary to construct a cooling shed south of the two hangars and east of the track space, size of this shed to be approximately 10' wide by 50' long, with a slant roof and boarded up about 3 1/2' high on the sides, with stall partitions 6' apart. Directly in front of this cooling shed should be a hitch rack - 40' long - so that a total of 50 or 60 ponies may be assembled in one spot, separate from the spectators and where they will not interfere with the use of the track or grounds.

The fields are to be prepared for playing for applying some 40 or 50 truck loads of sand after the grass has been closely cut, spiking the sand into this soil and rolling with cat roller. This should put these fields in very

good shape for this summer.

In order to prepare properly for Polo in the future, we must have stables for sixty (60) horses. These barns, containing 12 stalls each, with a tack room, well built, will cost \$4000 to \$5000 each. We should have at least two of these barns built this summer - and if for any reason Polo is discontinued, these barns will be very handy for storing various materials - hay and other farm products.

The general plan for financing the Polo is as follows : To have on the 17th and 19th of June a series of games at Indianapolis between the best team that can be selected at Indianapolis and a second team from Dayton ; To issue an invitation to a large number of Indianapolis people, and in a circular or pamphlet explain to the citizens of Indianapolis that this is the beginning of Polo in Indiana, and that a certain number of club members will be enrolled in the SPURWAY POLO CLUB. : That the Club dues for the first 500 members will be \$80, which will entitle the first 500 members to the privileges of the games this season and next season : after the first 500 memberships have been sold, the following 700 memberships will be \$65 - making a total membership list of 1200 persons - and after the season of 1921, if Polo is continued, the annual dues will be \$65 per member. In order that a large number of gate keepers, ticket takers, etc, will not be necessary, each member will be given a Club Membership Card, which is not transferable - but each member or any member of his family may bring in their automobile as many of their friends as they care to at each game. In other words, a Membership Ticket entitles an entire family to all the games for the season.

Games between local teams will be played (weather permitting) twice each week - usually Tuesday and Saturday, at 3:00 P.M. This program, however,

may be changed and information on the games will be available by communicating with the Indianapolis Motor Speedway office, which is located at 444 North Capital Avenue - which will be the headquarters of the SPEEDWAY POLO CLUB for all information regarding games and memberships.

It is the intention of the SPEEDWAY POLO CLUB to make a beginning this season and if sufficient interest can be aroused and a sufficient number of members secured, further building of barns and equipment will be completed during this Fall, and arrangements for next season to have very high class Polo - with the final object of introducing International Polo Games at Indianapolis.

The Speedway grounds and part of the equipment already in use at the Speedway grounds, gives the SPEEDWAY POLO CLUB an unusual advantage for a quick start this season.

Mr. George Miller of Austin, Texas, one of the best riders and trainers of polo ponies in the United States, has been secured as trainer and coach for this season. Mr. Miller has arrived on the grounds with 16 ponies which he will school and have for sale to any members who wish to purchase ponies and play them.

If the proper interest is shown in this sport the SPEEDWAY POLO CLUB will erect additional barns and a small grandstand for next season. The grandstand may be a combination grandstand and club-house, and some arrangements will be made for polo playing members to keep their ponies at the Polo Club's barns under favorable conditions.

The first games are on the 17th and 19th of this month and quite probably a large number of the games to be played during this season, will

be complimentary and an invitation. It would not be practical to throw the Speedway open to large numbers of people to see exhibition games, and for this reason it is found necessary to issue Club Membership Tickets.

The first games of the Indianapolis players will be necessarily ragged. Only two good players are at hand in Indianapolis but the making of a half dozen good players is available and in a short time the Indpls. Team will be able to select material which will give them by the end of this season a fair team to hold its own with some of the similar organizations in the West, with the hopes, however, of continually adding to and strengthening this Team until Indianapolis will have as good a team as any other part of the United States.

The players will be practicing on the Speedway Polo Field on Tuesdays, Thursdays and Saturdays - from 3:00 to 5:00. Polo members, of course, are invited of course to watch these practice games if interested. Sometimes only six players will show up, which will make three on each side, and at other times when more than eight players are at hand, mixed teams will be selected and eventually in this manner the best four to represent Indianapolis will be chosen.

The Indianapolis Motor Speedway is a perfect setting for polo playing. We have enough ground to have a dozen good fields. A big part of the necessary equipment which other communities have to purchase is already at hand, so that Indianapolis can jump into polo playing without delay and at a minimum expense, with the expectation of eventually having the most attractive grounds in the United States, and best equipment.

At a meeting of the Board of Directors - June 8th - thirty thousand dollars was appropriated for the building of Barns and other equipment necessary to make the Indianapolis Club equal to any other in the country. Just as the Indianapolis Five Hundred Mile Speedway Race is the greatest sporting event in the world it is our ambition to eventually bring to Indianapolis some of the International Polo contests, and if we have the proper support in this undertaking we will accomplish this result.

Speedway

June
29th
1921

Mr. Jas. A. Allison,
Indianapolis, Indiana.

Dear Jim :

I have been thinking a lot lately of the Speedway possibilities for the year after next and they don't look at all bright, unless we decide to do something. If we decide to spend as much as even five or seven thousand dollars in foliage, we won't have very much showing next season.

I have thought considerable about the possibilities of a fine golf club together with a club house and a swimming pool. I believe that swimming pools could be made to pay handsomely for ten days in May, twenty days in June and sixty days in July and August, and ten days in September. In other words, if we make a big golf course, play grounds, swimming pools and polo fields out of the Speedway, it will be, at least, a very good looking place to inspect for next year and the following year.

We can get a barrel of publicity on the fact that we decide to make this change and I believe that thousands of people who have not been to the Speedway for two years will come to see the races and incidentally to see the Speedway decked up in its new garb.

It is going to take two years to work up polo to a point where we can enter some big games that will pay but if the Speedway has a golf course and is made the center of athletic diversions, I believe that it might carry along its overhead with some small profit and be interesting enough to inspect, and in the next two years pay for the improvements I refer to.

The swimming pools and bath house would cost \$40,000.00 to \$50,000.00. We could build a good golf course with our present layout, costing \$30,000 to \$35,000. We might make a large club of the place at a membership of \$30,00 a year and have the golf members pay extra for whatever they get except polo. The golf course at Miami Beach makes about \$20,000.00 a year, net.

We may get through all right next year, but we must do something and do it economically. The time to start is now. I think we could get enough publicity to draw at least ten thousand people next year and the following year, who would not otherwise attend.

It will probably be four or five years before it will pay us to cut up the Speedway.

Think it over and I will talk to you about it the next time I see you.

Yours,

CGF:EM

Speedy

May 1, 1922

Mr. John C. Gramling
Attorney at Law
Miami Beach, Florida

My dear Gramling:

Just the day before I left Miami a subpoena was served against me to appear in the Frady case. I thought you were going to try to help me out of this matter so that it would not be necessary for me to appear.

We are just now getting into our big races here, and we have hundreds of thousands of dollars at stake in these events and in the preparation for them. I have already testified in this case and I have nothing new to say. I know nothing more than I have told, and it seems to me to be a great injustice to ask me to make this long trip to Florida.

Please see what you can do in this matter, and oblige.

Yours very truly,

Speedy

July 8th, 1922

Mr. James Allison,
Indianapolis, Ind.

Dear Jim:

I enclose you letters regarding the Memorial Day movement, which speak for themselves.

My idea in this matter is that the quicker they put ^{it} to the bat, the better for us. The city is going to make a very hard fight against having the Races postponed or injured, at least I think the city will. The papers will probably take the stand that two or three days before or after Memorial Day would not cut a very great figure in the attendance at the Races. Personally, I don't think it would make any difference if we do have them a day or two before or after the 30th. I think it would be impossible to get legislation that would bar us have the race within three days of May 30th.

On May 30th there are general amusements, ball games, the parks are full of amateur tennis matches and swimming events, in fact, I don't see how legislation can be put through without affecting other amusements and sports. Even if it is put through, it won't cut a great figure, as one day either way won't hurt us any.

I enclose copy of about what I think we could reply.

Yours,

CGF-MEC



General Assembly
OF THE
STATE OF INDIANA,
HOUSE OF REPRESENTATIVES.

Indianapolis, April 9th *1923*

Mr Carl Fisher
Miami, Florida

Dear Mr Fisher:

Your Manager L A Trotter, has no doubt informed you of the loyal assistance I gave as a member of the Legislature and personally to the defeating of the unfair and unconstitutional Memorial Day Bill, which passed the Legislature but was vetoed by the Governor.

I take the liberty of writing you asking if you will permit me to make a suggestion concerning advertisement of the next race, that I believe from knowledge and experience will prove helpful to you and the Speedway Race.

I make this suggestion for the reason that I led the Marion County Delegation to the Governor's Office after the passage of the bill in the House of Representatives and made an argument against the constitutionality of the law to Governor McCray.

I had offered an amendment to the bill before it passed the House, but advocates of the bill tabled it without giving me an opportunity to make a speech upon the issue. This amendment would have effected the other cities of the State and that is what they did not want.

The Governor after vetoing the bill told me that he would have signed it if my amendment had been adopted.

With kindest regards, I remain,

Yours Sincerely,

Russell B. Harrison

708 Bankers Trust Bldg

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

47N M 30

SW INDIANAPOLIS IND 356P MAY 30 1925

CARL G FISHER

PORTWASHINGTON LI NY

WINNERS' TIME FOUR HOURS FIFTY SIX MINUTES FORTY SECONDS HARTZ

AND MILTON IN MILLERS FOURTH AND FIFTH DURAY SIXTH DEPALMA

SEVENTH ALLOVER NO ACCIDENTS BEST CROWD AND RACE EVER

ALLISON

615PM

Speedy
MAY 30 1925

DISPOSITION *9:48 PM*
OK Galloway
Samp

SHEET STEEL PRODUCTS CO.

8316 WOODWARD AVENUE

DETROIT, MICHIGAN

January 4, 1927.

Mr. Carl G. Fisher,
Indianapolis Motor Speedway,
Indianapolis, Indiana.

Speeding

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER CAUSES BEYOND OUR CONTROL
PRICES AND TERMS FOR IMMEDIATE ACCEPTANCE AND SUBJECT TO CHANGE WITHOUT NOTICE

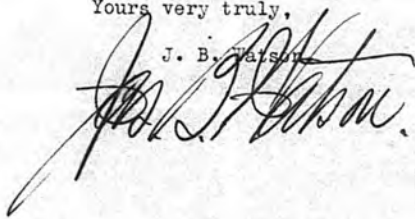
My dear Mr. Fisher:

Please accept my congratulations on the plans announced in today's press having to do with a twenty-four hour race confined to engines of the heavy oil types, sponsored by the Indianapolis Motor Speedway.

This action on the part of yourself and associates certainly encourages a prompt development of the art, and being anxious to support this worthy cause to the utmost I would be pleased to receive entry blanks when the same are available.

Yours very truly,

J. B. Watson



JBW-HM

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

*Maintaining the Greatest Race Course
in the World*

INDIANAPOLIS, INDIANA

February 4, 1927.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher,

The announcement of the oil burning motor contest has naturally caused considerable interest and comment and resulted in a considerable number of inquiries reaching this office but, up to this time, rather curiously, an inquiry from only one manufacturer has been received—that was from the Cummings Engine Company of Columbus Indiana. The other inquiries with exception of one from Mr. J.B. Watson of the Sheet Steel Products Company of Detroit, seem to be from people of questionable stability.


I have discussed this matter with quite a number of engineers and people interested in the development of motors and the more I discuss it the more it appears to me that the formulation of correct rules is a serious and intricate proposition. I am not at all sure that you will agree with me but it appears, in view of the information I have already gathered, we should get some of our engineer friends to make a careful study of the oil burning motor industry and submit suggestions for the proper rules to apply. If this is done there will not be sufficient time to advise the manufacturers of our rules and permit them to build the proper equipment in time for September of this year.

Therefore, it would seem to me, and I recommend that we delay the contest until some time in 1928 which will give manufacturers ample time to prepare, and enable the Speedway to put on an event that will not only be a credit to itself, but of value to the industry.

I have hesitated somewhat about making this recommendation but have arrived at the conclusion that I would not be honest with you or the Speedway or myself if I did not give you my opinion of the situation.

If you do not agree and still feel that we should go on for September it is needless to say that I will devote all the energy I have toward making the contest possible.

Very truly yours,



T. C. Popper

TEM-ED

February 16, 1927.

Mr. T. E. Myers,
Indianapolis Motor Speedway,
Indianapolis, Indiana.

My dear Myers:

I have yours of the fourth. It looks like you have hit the nail on the head -- that we will have to drop the matter for at least another year.

Yours,

CGP:T

T. E. Myers

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

*Maintaining the Greatest Race Course
in the World*

INDIANAPOLIS, INDIANA

April 16, 1927

Speeding

Mr. C. G. Fisher,
c/o Montauk Beach Development Corp.,
Heckscher Building,
New York, N. Y.

Dear Mr. Fisher:

This morning I had a letter from Mr. Bragg, saying that Assistant Secretary of War, Mr. Trabee Davison, would not be in position to act as referee for this year. On the same mail was a note from Mr. Allison, advising that you had wired concerning Mr. Richard Hoyt, and that he had replied saying that he felt some other man would serve us better, and suggesting Mr. Sloan and Mr. Kettering of General Motors, also Mr. Atterbury of the Pennsylvania Railroad, and Mr. W. K. Vanderbilt.

I am just wondering if anything definite has been accomplished along these lines, and just what the situation is as regards to the referee for this year.

Awaiting your reply with interest, I am

Yours very truly,

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

J. B. P. Myers
Secretary-Treasurer

TEM: BE

Speedway

April 18, 1927.

Mr. George LeBoutillier,
Pres. L.I. Railroad Co.,
Pennsylvania Station,
New York City.

Dear Mr. LeBoutillier:

I want to go to the Indianapolis races on May twenty-eighth and I want to take several people with me, both to see the races and to make a big effort to get the S.A.E. convention in Miami Beach in March as per previous letters. I have written you this morning on this subject. We will have several hundred of the big engineers and manufacturers of the United States at the races.

I don't feel as active in renting special cars as I did before the big wind. Can I make some arrangement with you so it will not set me back or be too big an expense to go in a special car? There has been a time when I would be very glad to have a seat in a combination baggage and smoker, but I would be willing to sacrifice some on this particular trip to take a few friends with me and put on a very bold front. I think there is a good chance to get this convention.

Let me hear from you in the next few days so that if a good sized private car is out of the question we can make proper reservations for drawing rooms.

Yours,

CGF:T

Speaking \$

Charge to the account of _____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
1.00 FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

APRIL 22, 1927.

JAMES A. ALISON STAR ISLAND MIAMI BEACH, FLORIDA.

VANDERBILT IN EUROPE NASH NO GOOD KETTERING AVAILABLE BUT NOT GOOD POLICY TO HAVE TOO MANY GENERAL MOTORS MIXED UP BEST TO DIS RIBUTE THE HONOR WHERE IT WILL BE APPRECIATED STOP BRAGG HAS TRIED TO GET TRUBEE DAVISON BUT HIS DUTIES MADE IT IMPOSSIBLE ACCEPT DICK HOYT COUL D NOT ACCEPT THINK WILL HAYS IN CALIFORNIA SECRETARY DAVIS COULD NOT ACCEPT WILL WIRE WILL HAYS TODAY BRAGG IS WELL KNOWN TO THE DRIVERS AND THE SPORTING WORLD AND WOULD MAKE GOOD MAN ALTHOUGH HE DOES NOT WANT THE JOB HE XXXX IS WILLING TO DO ANYTHING FOR US WILL WIRE KETTERING AS BETTER MAN THAN HAYS ALSO WIRED WILL ROGERS IF TWO ACCEPT WE WILL HAVE TWO REFEREES

CARL G. FISHER.

CGF:T

Charge to the account of _____

Carl G. Fisher.

\$ _____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	
12.05 PM	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 23, 1927.

JAMES A. ALLISON. STAR ISLAND, MIAMI BEACH, FLORIDA

HAVE DONE THE BEST I CAN PASS THE BUCK TO YOU
 HAVE WIRED KETTERING WILL HEAR FROM HIM NO DOUBT
 TOMORROW IF HE TURNS IT DOWN YOU CAN SELECT YOUR
 OWN REFEREE AND GO TO THE DEVIL

CARL.

CGF:T

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its character is indicated by a symbol in the check or in the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

BLUE	Day Letter
NITE	Night Message
NL	Night Letter
LCO	Deferred
CLT	Cable Letter
WLT	Week End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 158 MAIN ST. PORT WASHINGTON, N.Y.
 11N KN 86 NL 1/60

MA MIAMI BEACH FLO 22 APR 1927

CARL G FISHER

PORT WASHINGTON LI NY

WHAT DO YOU MEAN NASH NO GOOD STOP COMPARE HIS RECORD WITH BRAGG AND
 HOYT STOP FORGET MONTAUK IT HAS NO CONNECTION WITH SPEEDWAY STOP WHY
 NOT FAVOR GENERAL MOTORS THEY ARE BUILDING RACING CARS WHICH IS WHAT
 MAKES SPEEDWAY STOP NASH HAS RESPECT OF ENTIRE AUTOMOBILE INDUSTRY AFTER
 NASH SUGGEST KETTERING THEN HAYES STOP DAVIS HASNT GUTS TO ACCEPT THIS
 HOB ON DECORATION DAY STOP WILL ROGERS WOULD BE FINE AS FAR AS PUBLICITY
 IS CONCERNED STOP PLEASE FORGET LONGISLAND IN CONNECTION WITH THIS AFFAIR

ALLISON

845AM

THE LONG ISLAND RAILROAD COMPANY

GENERAL OFFICE, PENNSYLVANIA STATION

G. LEBOUTILLIER
VICE-PRESIDENT

NEW YORK, April 22, 1927.

Personal

Dear Mr. Fisher:-

I have your letter of the 18th, in regard to *the* trip to Indianapolis.

There is no reason in the world why you should not use my business car (Long Island #100), which sleeps six people comfortably and can be made to accommodate eleven.

I will be very glad to arrange for the movement of this car in my name, although I may not be able to go with you. If you will let me know promptly what train you want to use, I will set up the movement.

Yours sincerely,

G. LeBoutillier

Mr. Carl G. Fisher,
Port Washington, N. Y.

April 26, 1927.

Mr. George LeBoutillier,
Long Island R.R. Co.,
Pennsylvania Station,
New York City.

Dear Mr. LeBoutillier:

I have yours of the twenty-second. I hope you will not understand that I wished in my recent letter to you to use your car without compensation. I thought possibly there might be some rule with the railroad company whereby I could get this car without as much expense as I have been paying in the past.

I am trying to get the S.A.E. convention at Miami Beach in order to help our hotels out at the season of the year when we need business, and if we can get this convention the Pennsylvania Railroad and the Clyde Steamship Company should find it very profitable.

I have not been to the races at Indianapolis for two years on account of work here at Montauk and I don't know whether you have been out to Indianapolis in the last several years. Our race has grown to a tremendous affair and if you have not seen it recently it would be worth your while to go along with us.

I thank you very much for the offer you make of your car and will try to the best of my ability to make it worth while. I wish you could arrange to go out with us. We want to leave here some time on the afternoon of the 28th, arrive at Indianapolis on the 29th. This will give the afternoon and evening of the 29th and all day of the 30th, leaving Indianapolis some time around six or seven o'clock the evening of the 30th, if convenient. Please try and arrange to go with us, and let me hear from you.

Yours,

CGF:T

Charge to the account of _____

\$ _____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	
10.00 A M	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

APRIL 29, 1927.

T. E. MYERS. INDIANAPOLIS MOTOR SPEEDWAY, INDIANAPOLIS.

KET WILL ACCEPT AS REFEREE

CARL

Specky

Charge to the account of _____

\$ _____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	
10.10 A	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 29, 1927.

T. E. MYERS. INDIANAPOLIS MOTOR SPEEDWAY, INDIANAPOLIS.

RESERVE ROOM WITH TWO BEDS AT ATHLETIC CLUB FOR MY FRIEND
SERGEANT ALVIN YORK AND HIS GUEST

CARL G. FISHER.

CGF:T

MEMORANDUM

FROM MR. FISHER

SUBJECT Autos.

To: Mr. T. E. Myers.

May 3, 1927.

Sergeant York is to be my guest and his account is to be charged to me.

Have three automobiles at our disposal when we arrive. We leave Penna Sta . New York, at 1.05 (Eastern Standard) Saturday, May 28th, arriving Indianapolis on Keystone Express Sunday, May 29th at 10.50 AM (Standard Time).

We leave on the Commercial Express on Monday, 30th, at 7.30 PM.

Also have a car for V. H. Ehrhart if he decides to come. Have a car for Sergeant York and his guest.

CGF:T

Speedway
May 20, 1927.

Mr. Horace Dodge,
Detroit, Michigan.

My dear Horace:

All of our tickets have been sold out for some time. I had three boxes reserved for myself and guests from New York. I can let you have two of these boxes and may at the last minute have three or four more seats. I am not really sure how many people are coming out from here. Have wired Pop Myers to get you on the telephone and see what he can do to help you out.

Hope to see you during the races. I am enclosing you two guest badges which will let you up on the top floor with one of your friends and you can change these badges back and forth if you wish to. We are limited in space for the top floor or I would send you some more guest badges.

Yours,

CGF:T

P. S. I have asked Mr. Myers of the S speedway to wire you what reservations he has for you.

Speedway

June 13, 1927.

Mr. E. V. Rickenbacker,
Rickenbacker Motor Co.,
Detroit, Michigan.

Dear Eddie:

I have just received papers whereby Jim gives you option on the purchase of the Speedway. I think you have made a very good buy if you go through with the transaction.

I would advise that you now attempt to get Lindbergh to be either your official referee or your starter for next season. This will certainly add \$50,000 or \$75,000 to your gate. As a bird man and flyer, you have a better chance than anybody else to collar him on this job.

We have been trying for the last two or three years to get fifteen hundred people in the band. The number fifteen hundred means a lot more than 1345 or 1425 and I would advise that you get 1500 even if the last 125 cannot play a note.

From my experience in the Speedway this year, I would further advise that you have a sufficient number of drum majors lined up on the right flank so that they could assist the players in their alignment.

I believe it is also quite possible and also practical for you to put a golf course in the club grounds with a pair of swimming pools, and charge the members to the same, which will take care of your entire upkeep during the summer months.

If there is anything I can do to help you in this program, don't fail to call on me. Pop Myers has practically been running the Speedway for the last six or seven years and Jim and myself and Newby have paid no attention to the program. The program as originally laid out has not been changed for the last ten years and none of us could see any plan whereby we should

Mr. E. V. Rickenbacker,
June 13, 1927.
Page 2.

change it. It might be quite possible for you to make alterations in the program whereby you might benefit and make the race a greater and better race than it is at the present time. If any of us can assist you in doing this we will be very glad to do so.

I think that younger blood and more spirit in connection with the Indianapolis Speedway will give great benefits to both the industry, the correction of mechanical troubles in automobiles and also to the art of racing.

Very truly yours,

CGF:T

P. S. Do not hesitate to call on me for anything you may want in the way of advice or information, although I must be frank to say that you probably and undoubtedly do know more about the whole art of racing than I do.

I would like each year that you would reserve for me two or three boxes and thirty or forty guest badges, which will mean a great deal to you in publicity and in the old association which you certainly must not break. You must keep all of the old drivers and the old timers back of the Speedway. If you lose them, you lose a tremendous force of enthusiastic supporters. The expense to you is nothing and results are tremendous.

I will help you all I can.

Port Washington, L. I.

T. E. MYERS, Chairman
MONTAUK YACHT CLUB

C. F. CHAPMAN, Chairman
COLUMBIA YACHT CLUB

- OF -

GOLD CUP COMMITTEE



JAMES A. ALLISON
MIAMI BEACH, FLORIDA

Speedy

July 9, 1927

Mr. Carl G. Fisher
Port Washington, N. Y.

Mr. Arthur C. Newby
N. Meridian St.
Indianapolis, Ind.

Dear Carl and Arthur:

Enclosed find copy of a telegram received from Eddie Rickenbacker, with copy of my reply. I did not think it advisable to extend the option, as it would put us in a position of having our property hocked around to Lord knows how many brokers. I hope you will agree with me.

Very truly yours,

JAA:M
Enclosures

[Handwritten signature]
~~XXXXXXXXXXXX~~

Mr. Carl G. Fisher
Port Washington
Long Island, N. Y.

July 12, 1927.

Mr. James A. Allison,
Star Island,
Miami Beach, Florida.

Dear Jim:

Yours of the ninth received.
I agree with you in your wire to Rickenbacker.

I am writing Eddie today as per enclosed letter, sending copy to Pop Myers. I think it would be a big thing if we could get Lindbergh to pace the race together with Rickenbacker. I think it would draw twenty-five thousand people who want to see Lindbergh.

Wired you yesterday Scott Edwards was coming down and that he had a proposition. He had talking to Catholics who are high in the order, about purchasing the hospital. I wired you ahead for fear you might in the meantime arrive at some deal to lease the place, whereby Scott seems certain you can sell it. It is worth trying at any rate.

Yours,

CGF:T

POSTAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT

TELEGRAM

TELEGRAMS TO ALL AMERICA



CABLEGRAMS TO ALL THE WORLD

CLASS OF SERVICE DESIRED

FAST TELEGRAM

DAY LETTER

NIGHT TELEGRAM

NIGHT LETTER

The sender must mark an X opposite the class of service desired; otherwise the telegram will be transmitted as a fast telegram.

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following Telegram, subject to the terms on back hereof, which are hereby agreed to.

Form 2

Detroit Mich., July 7, 1927

James A. Allison
Miami Beach, Fla.

Have been going day and night on proposition without satisfactory results due to conditions on the bond market which turned very soft about June first and enthusiasm on part of people whom I have interested has waned somewhat as they prefer to wait until a better bond market appeared which they anticipate within six weeks to sixty days. Stop. However have another organization very much interested during last few days here in Detroit but time is so limited will be unable complete arrangement and am certain to be victim of circumstances unless you appreciate my position and are willing to extend option another thirty days which I dislike asking for very much but which seems absolutely essential in fairness under the circumstances. Stop. Have just talked to Charley Sommers of Indianapolis explaining situation in detail and who has suggested extension to permit working out plans which look very promising. Stop. Please wire me care eight one six two East Jefferson Ave. Regards.

E. V. RICKENBACKER

WESTERN UNION TELEGRAM



SERVICE DESIRED

Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.

Check

Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Miami Beach, Fla.
July 7, 1927

E. V. Rickenbacker
8162 East Jefferson Ave.
Detroit, Mich.

Will not consider extending option as it is detrimental to our interests to have this property shopped around. Stop. If after option expires you have proposition to make to us will be glad to consider. With best regards

ALLISON

JAMES A. ALLISON
INDIANAPOLIS

June 10th, 1927

Mr. Carl G. Fisher,
Port Washington,
Long Island, New York.

Dear Carl:-

Enclosed find option contract signed by Mr. Newby and myself. If you approve, please sign and mail to Elmer W. Stout, care Fletcher American National Bank, Indianapolis, Indiana.

Speedway declared a dividend of \$100,000.00, your share of which will be immediately applied on the loan at the First National in Miami. Total proceeds are about \$132,000.00, about \$12,000 of which was spent for a new grand stand, and \$10,000 went into preferred stock, in the cars built by Cooper, which leaves us about \$10,000.00 in the bank for running expenses.

I am leaving this afternoon at 3:24 for Miami, arriving Sunday ~~evening~~ *morning*.

With best regards, I am,

Yours very truly,

JAA/AG.

July 12, 1927.

Speedway

Mr. E. V. Rickenbacker,
Rickenbacker Motor Co.,
Detroit, Michigan.

Dear Eddie:

I have a copy of wire that Jim sent you a few days ago. We have to be careful and not have this proposition chopped around as though it was a second hand automobile.

You are the only real life locking customer at this time who understands the business and could handle the proposition and there is no reason why, if we have not sold it, you should not continue to see if you can get together a bunch to buy it.

In the meantime, I suppose you are acquainted with Lindbergh and I would like to have you take up the matter with Lindbergh for you and he in the same car to pace the race. It would, of course, be best for us to feature Lindbergh and I think the combination will be a good thing for the Speedway. If, in the meantime, you should purchase the Speedway, it would be good for you.

Yours,

CGF:T

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

*Maintaining the Greatest Race Course
in the World*

INDIANAPOLIS, INDIANA

July 15, 1927.

Mr. Carl G. Fisher,
Port Washington, L.I.

Dear Mr. Fisher,

A payment of \$50,000 has been made on the Globe Realty building at the corner of Capitol Avenue and Michigan Street which was sold some time ago.

You will find enclosed two Globe Realty Company checks that total \$25,000 which is your share of this return of capital.

This acknowledges the receipt of the copy of your letter to Captain Rickenbacker re the matter of an option on the Speedway property, the contents of which has been very carefully noted.

My plans are to leave tomorrow afternoon for Greenwich to take care of the work in connection with the Gold Cup race that is being put on by the Indian Harbor Yacht Club. I am doing this, of course, in accordance with your instructions to Townsend that I was to be loaned to him for this event.

Some time during the week after my arrival there I want very much to get over to Port Washington to say "hello".

Very truly yours,

J. L. P. Myers

TELE ED

Bob

*Please return
in 30*

Port Washington, L. I.
July 18, 1927

Fletcher American Nat'l. Bk.
Indianapolis
Indiana

Gentlemen: Attention Mr. Elmer W. Stout

Enclosing two checks amounting to
\$25,000. to be deposited to the credit of the
Montauk Beach Development Corporation.

Kindly send deposit slip to this office.

Yours truly,

RHT:JD

Robert H. Tyn call

208



THE FLETCHER AMERICAN NATIONAL BANK
INDIANAPOLIS

ELMER W. STOUT
PRESIDENT

June 16, 1927.

Mr. Robert H. Tyndall,
Montauk Beach Development Corp.,
Montauk Beach, Long Island, N. Y.

Dear Bob:

I am pleased to acknowledge receipt of your communication of June 13, enclosing option contract between James A. Allison, Carl G. Fisher, and Arthur Newby, and Edward V. Rickenbacher relative to the Speedway capital stock, which I understand is to be held by me in accordance with provisions of the contract.

With kindest personal regards to Carl and yourself, I am

Yours very truly,

P r e s i d e n t .

DETROIT AIRCRAFT ENGINE WORKS

(SYN)

LONYO BLVD. & DETROIT TER. RY.
DETROIT, MICHIGAN
U. S. A.

Speedway

CAPT. E. V. RICKENBACKER
GLENN D. ANGLE, CHIEF ENG.

TEL. EUCLID 3880
CABLE ADDRESS "DEAC"

July 18, 1927.

Mr. Carl G. Fisher,
Montauk Manor,
Montauk L I.

My dear Carl:

No doubt you are wondering why I have not answered your most splendid letter with reference to the Indianapolis Speed Way.

Primarily, my neglect or apparent carelessness has been due to my inability to report constructively, which I now feel I shall be able to do within the next week or ten days.

You no doubt realize that my option ran out on July 9th, and that I wired Jim at Miami Beach, with hopes that he would extend same another 30 days. K

This he refused to do, but stated he would be very glad to talk to me on the same basis, if I had anything to offer.

The people originally had interest, cooled off, because of the condition of the general bond market, which has been flooded since about June 1st.

I have, however, just recently interested another group here whom I believe we will be able to do business with soon, and shall keep you posted as to my progress. The very fine spirit embodied in your letter is very much appreciated by me and please rest assured that I shall not neglect the opportunity to take advantage of your suggestions and advise, if matters will work out as I hope they will in the near future.

Please rest assured that your wishes will be granted and taken care of in so far as the May day event is concerned, in my power to do so.

With kindest personal regards, I remain

Sincerely,

E. V. Rickenbacker

EVR:SL

DETROIT AIRCRAFT ENGINE WORKS
DETROIT, MICHIGAN

July 26, 1927.

Capt. E. V. Rickenbacker,
Detroit Aircraft Engine Works,
Detroit, Michigan.

My dear Rick:

I have yours of the eighteenth.

I hope you will be able to go
along with the Speedway deal. I believe
you can handle it.

Count on me to help you all I
possibly can.

Yours,

CGF:T

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its character is indicated by a symbol in the check or in the address.

WESTERN UNION

SYMBOLS

BLU	Day Letter
NITE	Night Message
NL	Night Letter
LCO	Deferred
CLT	Cable Letter
WLT	Week End Letter

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 158 MAIN ST., PORT WASHINGTON, N.Y.

N79 59 BLUE. DETROIT MICH JUL 21 356P

CARL J FISHER.

PORT WASHINGTON, N.Y.

HAVE LETTER OF COMMITMENT FROM FINANCIAL INTEREST
 HERE SUBJECT TO INVESTIGATION OF ABSTRACT WHICH WILL
 TAKE APPROXIMATELY TWO WEEKS FOR THEM TO INVESTIGATE
 MISTER ALLISON ADVISED ME OVER LONG DISTANCE THAT I
 COULD HAVE REFUSAL OF THE PROPOSITION ON SAME BASIS
 AS OPTION UNTIL INVESTIGATION COMPLETE LOOKS LIKE DEAL

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its character is indicated by a symbol in the check or in the address.

WESTERN UNION

SYMBOLS

BLU	Day Letter
NITE	Night Message
NL	Night Letter
LCO	Deferred
CLT	Cable Letter
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NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 158 MAIN ST., PORT WASHINGTON, N.Y.

N79-2

IS CERTAIN AND AM GLAD FOR EVERYBODYS INTERESTS

KIND REGARDS.

E V RICKENBACKER.

413P.

to the account of _____

\$ _____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

July 22, 1927.

E. V. RICKENBACKER, RICKENBACKER MOTOR CO., DETROIT, MICHIGAN

GLAD TO HEAR YOUR PROPOSITION YOU HAVE MY HEARTIEST SUPPORT
AND COOPERATION REGARDS

C. G. FISHER

RHT:T

C O P Y

ALLISON ENGINEERING COMPANY

Indianapolis, Ind.

July 27, 1927

Mr. James A. Allison
Post Office Box #4
Miami Beach, Fla.

Dear Mr. Allison:

The purpose of calling you last night was to let you know that Rick is proceeding with his end of the deal, and to assure you that nothing would come up to complicate the matter from your end. He is spending considerable money now in securing the required information and has an agreement from a Detroit Bond House to purchase the bonds from him. He is having the American Appraisal Company of Milwaukee make a complete appraisal of the property, and Ernst and Ernst are preparing a balance sheet as of June 30th. Then it will be necessary for him to procure a deed in trust, and other matters will also have to ironed out before the completion of the deal.

He thinks this will all be closed up by the 15th of August, and if so, it will be handled in an exceptionally quick manner.

The agreement he now has is that the Bond House will take up \$100,000.00 of bonds immediately on closing the deal, and at least an additional \$100,000.00 each thirty days with a payment in full on or before November 9th this year.

Assuming that you intend to give him every opportunity to make good on his offer to you, I will assist him with the lawyers and accountants in getting everything here in proper shape, and will advise you from time to time as things of interest develop.

Yours very truly.

L. M. LANGSTON

AUG. 12, 1927

Sale of Speeding

no receipt forwarded

25th

Whereas, by a certain contract dated August 12th 1927, between James A. Allison, Carl G. Fisher and Arthur G. Newby of the one part and Edward V. Rickenbacker of the other part, in consideration of the purchase by Rickenbacker of the shares of the capital stock of the Indianapolis Motor Speedway Company severally and respectively owned by Allison, Fisher and Newby, they severally and in the proportion or ratio of the shares held by each of them respectively to the total number of shares of the capital stock of the Indianapolis Motor Speedway Company, guaranteed to save harmless the said Rickenbacker, the Indianapolis Motor Speedway Corporation, and the holders of the bonds and shares of the capital stock of the Indianapolis Motor Speedway Corporation, from and on account of any and all debts, demands or claims of or against the Indianapolis Motor Speedway Company including all state, county and municipal taxes and assessments which became liens prior to June 1, 1927, (except seven-twelfths of the taxes and assessments assessed for the year 1927 payable in 1928) and all Federal income, excess profits and amusement taxes due or which may hereafter become due, or be assessed against said Indianapolis Motor Speedway Company for the year 1928 or years prior thereto, and for the year 1927 as to income earned or accrued, or transactions had prior to June 1, 1927; and

Whereas, for the purpose of inducing the sale of the shares of the capital stock aforesaid, James A. Allison executed his separate and additional guaranty dated August 12th 1927, whereby he bound himself to pay all of such liabilities aforesaid;

Whereas, by a certain contract dated August 12th 1927, between James A. Allison, Carl O. Fisher and Arthur C. Newby of the one part and Edward V. Rickenbacker of the other part, in consideration of the purchase by Rickenbacker of the shares of the capital stock of the Indianapolis Motor Speedway Company severally and respectively owned by Allison, Fisher and Newby, they severally and in the proportion or ratio of the shares held by each of them respectively to the total number of shares of the capital stock of the Indianapolis Motor Speedway Company, guaranteed to save harmless the said Rickenbacker, the Indianapolis Motor Speedway Corporation, and the holders of the bonds and shares of the capital stock of the Indianapolis Motor Speedway Corporation, from and on account of any and all debts, demands or claims of or against the Indianapolis Motor Speedway Company including all state, county and municipal taxes and assessments which became liens prior to June 1, 1927, (except seven-twelfths of the taxes and assessments assessed for the year 1927 payable in 1928) and all Federal income, excess profits and amusement taxes due or which may hereafter become due, or be assessed against said Indianapolis Motor Speedway Company for the year 1928 or years prior thereto, and for the year 1927 as to income earned or accrued, or transactions had prior to June 1, 1927; and

Whereas, for the purpose of inducing the sale of the shares of the capital stock aforesaid, James A. Allison executed his separate and additional guaranty dated August 12th 1927, whereby he bound himself to pay all of such liabilities aforesaid;

Now therefore, if by virtue of said last mentioned guaranty of said James A. Allison he shall pay more than such proportion of all the liabilities of Indianapolis Motor Speedway Company therein described, as is the ratio of the shares of stock held by him to all of the shares of stock of Indianapolis Motor Speedway Company, then I hereby promise and agree, on demand, to pay to said Allison that proportion of said excess aforesaid, which the shares of stock owned by me bear to all of the shares of stock issued by Indianapolis Motor Speedway Company.

WITNESS MY HAND AND SEAL at Indianapolis, Indiana, August _____ 1927.

A handwritten signature in cursive script, reading "Lane G. Fisher", written over a horizontal line.

Detroit, Michigan,
September 1, 1927.

Mr. James A. Allison,
Miami Beach,
Miami Beach, Florida.

My dear Jim:-

The first \$100,000 bonds arrived in Detroit today and were taken up by Ramsey, Gordon & Co. which completes the first step of your sale of the Speedway properties.

All legal matters have been taken care of and approved by both Mr. Newby's and our attorneys.

While discussing the transaction with Pop Myers whom we have made vice-president and general manager of the new corporation, he surprised me by stating that Mr. Newby was under the impression that the expenses for maintaining the property was transferred to the new corporation immediately the first \$100,000 bonds were taken down.

This, of course, is going to handicap me considerably, as I have made no provision for same because of my interpretation of the contract between ourselves which led me to believe that these expenses would not have to be paid until the final payment is made.

After being advised of Mr. Newby's interpretation, Mr. Stout read the contract which can be read and interpreted both ways, but he stated that he would be glad to make the new corporation a loan of \$10,000 to cover these expenses until Jan. 1, 1928, providing there was no objection on your part.

In the meantime he has assured Pop Myers of taking care of the expenses for the next thirty days to the extent of \$1,500 which will give me an opportunity of communicating with you.

In suggesting this loan being approved by you, please keep in mind that it can not affect yourself and associates in case there is a default of the balance of the bond issue. For the Speedway must be taken care of and the organization kept intact, therefore leaving you and your associates in control as before with the exception of the amount of cash to your credit for the amount of bonds taken up.

-2-

Mr. James A. Allison.

Mr. Stout was quite agreeable and anxious to do anything he could to expedite this transaction, but as I understand he is leaving for Europe on September 8th, a telegram from you to Elmer Stout approving such a loan would be appreciated as I expect to be in Indianapolis Tuesday morning the fifth to make the necessary arrangements for same.

With best wishes, I remain

Yours very truly,

E. V. Rickenbacker

EVR Z

INDIANAPOLIS MOTOR SPEEDWAY COMPANY

Maintaining the Greatest Race Course
in the World

INDIANAPOLIS, INDIANA

September 8, 1927.

Mr. James A. Allison,
Miami Beach, Florida.

Dear Mr. Allison,

Mr. Stout is this day advising you that he has transferred to the Indianapolis Motor Speedway Company from his account as Trustee \$40,664.04. With this amount I am paying the company's indebtedness to the bank which was \$30,000.00; I have paid the balance of the property taxes for 1926 payable in 1927 in the amount of \$2,161.04 and the balance of the 1926 income tax which was \$8,750.

All of the company's indebtedness except these items had been paid out of the Bank from the bank. There may be some stray bills come along to be taken care of from time to time and we still have a bank balance of about \$650.00 and a few bills yet to collect. There may be some expenses now and then in connection with the lawsuits especially as one is set at Martinsville for some time this Fall.

Mr. Stout has transferred to your account as Trustee. For Shareholders of Indianapolis Motor Speedway Company, \$37,500. The balance of \$21,835.96 he is holding in certificates of deposit payable to himself as Trustee for the the shareholders of this company. This amount it is estimated will be required to take care of the income tax up to May 31st of this year and five-twelfths of the 1927 property taxes payable in 1928.

As requested in your telegram to Mr. Stout, you will please be advised that the shareholders proportion of \$37,500 is as follows:

J.A. Allison - 1404 shares	\$21,080.00
C.G. Fisher - 790 shares	11,700.00
A.C. Newby - 512 shares	4,680.00
F.E. Sweet - 4 shares	60.00
	<hr/>
Total	2500 shares \$37,500.00

For your convenience I have prepared checks for your signature payable to the various stock holders and you will find them enclosed. In the event you do not have Mr. Sweet's address it is 158 South Manhattan Place, Los Angeles.

The details in connection with the new Corporation seem to be working out nicely and everything seems to be functioning with a minimum amount of disturbance.

Very truly yours,

COPY FOR MR. CARL G. FISHER.

Address All Correspondence to Indianapolis Motor Speedway Company and not Individuals

JAMES A. ALLISON
MIAMI BEACH, FLORIDA

Speedy

September 13, 1927

Mr. Carl G. Fisher
Port Washington
Long Island, N. Y.

Mr. Arthur C. Newby
N. Meridian St.
Indianapolis, Ind.

Mr. Frank E. Sweet
1058 S. Manhattan Place
Los Angeles, Cal.

Gentlemen:

The first \$100,000.00 delivery payment on the Speedway property has been received. Of this amount Mr. Elmer Stout, of the Fletcher American Bank has transferred to the Indianapolis Motor Speedway Co. \$40,664.04, with which amount was paid the Speedway' Company's indebtedness to the Bank of \$30,000.00; balance of property taxes for 1926 payable in 1927; and balance of 1926 income tax, amounting to \$8,750.00. This leaves a bank balance for the old company of about \$650.00, to take care of some stray bills not yet paid. Mr. Stout holds as Trustee certificates of Deposit amounting to \$21,835.96, this being the amount of Federal taxes payable in the future. The balance of \$37,500.00 has been transferred to my account as trustee, and has been divided in the following amounts:

J.A. Allison	1404 shares	\$21,060.00
C.G. Fisher	780 shares	11,700.00
A.C. Newby	312 shares	4,680.00
F.E. Sweet	4 shares	60.00
Total	2500 shares	\$37,500.00

I am enclosing checks for amounts named, and other proceeds will be distributed as received.

Very truly yours,
J.A. Allison

Enclosure

P.S. for C. G. F.--Your share of this distribution, \$11,700.00, has been paid to the First National Bank of Miami on the note of \$300,000.00.

FLETCHER AMERICAN NATIONAL BANK

Indianapolis, Ind.
November 4, 1927

Mr. James A. Allison
Miami Beach, Florida

Dear Mr. Allison:

Acting upon instructions of Mr. Stout and Mr. Newby, I have prepared checks for your signature as Trustee for the shareholders of the Indianapolis Motor Speedway Company and you will find the same enclosed, the checks being as follows:

J.A. Allison	\$263,952.00
C.G. Gisher	146,640.00
A.C. Newby	58,656.00
F.E. Sweet	752.00
L. H. Trotter	43,700.00
T.E. Myers	25,000.00
E.W. Stout, Trustee	1,718.00

You will observe that the total of these checks is \$538,700.00. This leaves a balance to the credit of Mr. Stout as Trustee of \$1,718.00, to be used at the time of the final distribution. You will recall that the total remittance received from Detroit was \$540,418.00. Messrs. Newby and Trotter suggested that their checks be mailed to them direct.

May I take this occasion to thank you again for my check and desire to say that I shall write you further in connection with the matter.

Yours very truly

T. E. MYERS

No check for this item;
This distribution to stockholders \$108.66 per share.

JAMES A. ALLISON
MIAMI BEACH, FLORIDA

November 8, 1927

Mr. Carl G. Fisher
Port Washington
Long Island, N. Y.

Mr. Arthur C. Newby
N. Meridian St.
Indianapolis, Ind.

Mr. Frank E. Sweet
1058 S. Manhattan Place
Los Angeles, Cal.

Dear Carl, Arthur and Frank:

I am attaching copy of letter from Pop Myers showing distribution of \$540,418.00. There is still coming to the stockholders around \$32,000.00 for operating expenses from June 1, which will be distributed as soon as paid, less whatever charges we may have for attorneys' fees, and any other expenses.

You will note payment to L. H. Trotter of \$43,700.00 and to T. E. Myers of \$25,000.00, and in this connection would call your attention to the promise made some years ago that when the Speedway was sold each of these gentlemen would receive \$25,000.00 commission. The additional sum paid to Mr. Trotter is for certain expenses incurred in connection with operation and sale of Speedway.

Very truly yours



I also enclose to each of you a check for your respective shares of second Speedway distribution.

JAA:M
2 Enclosures

C. G. F.
P. S. I have today paid the First National Bank of Miami \$146,640.00 to apply on note of \$300,000.00.

FLETCHER AMERICAN NATIONAL BANK

Indianapolis, Ind.
November 4, 1927

Mr. James A. Allison
Miami Beach, Florida

Dear Mr. Allison:

Acting upon instructions of Mr. Stout and Mr. Newby, I have prepared checks for your signature as Trustee for the shareholders of the Indianapolis Motor Speedway Company and you will the same enclosed, the checks being as follows:

J.A. Allison	\$263,952.00
C.F. Gisher	146,640.00
A.C. Newby	58,656.00
F.E. Sweet	752.00
L. H. Trotter	43,700.00
T.E. Myers	25,000.00
E.W. Stout, Trustee	1,718.00

You will observe that the total of these checks is \$538,700.00. This leaves a balance to the credit of Mr. Stout as Trustee of \$1,718.00, to be used at the time of the final distribution. You will recall that the total remittance received from Detroit was \$540,418.00. Messrs. Newby and Trotter suggested that their checks be mailed to them direct.

May I take this occasion to thank you again for my check and desire to say that I shall write you further in connection with the matter.

Yours very truly

T. E. MYERS

No check for this item:
This distribution to stockholders \$188.66 per share.

268
 31. 12
 246
 146
 100.

INDIANAPOLIS MOTOR SPEEDWAY NATIONAL BANK

Indianapolis, Ind.
 November 1, 1934

Mr. James A. Allison
 Miami Beach, Florida

Dear Mr. Allison:

Acting upon instructions of Mr. Stout and Mr. Newby, I have prepared checks for your signature as Trustee for the shareholders of the Indianapolis Motor Speedway Company and you will find same enclosed, the checks being as follows:

\$283,952.00	L. A. Allison
148,640.00	C. E. Gisher
28,686.00	A. C. Newby
152.00	T. E. Myers
43,700.00	J. H. Trotter
25,000.00	T. E. Myers
1,718.00	E. W. Stout, Trustee

You will observe that the total of these checks is \$538,700.00. This leaves a balance to the credit of Mr. Stout as Trustee of \$1,718.00 to be used at the time of the final distribution. You will recall that the total remittance received from Detroit was \$340,418.00. Messrs. Newby and Trotter suggested that their checks be mailed to them direct.

May I take this occasion to thank you again for my check and desire to say that I shall write you further in connection with the matter.

Yours very truly

T. E. MYERS

No check for this item:
 This distribution to eachholder \$188.66 per share.

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

December 7, 1927.

Mr. J.A. Allison,
Miami Beach, Florida.

copy

Dear Mr. Allison,

The Indianapolis Motor Speedway Corporation has paid to Elmer Stout, Trustee, \$33,272.92, which is the balance due on the contract between E.V. Hickenbaker and Messrs. Newby and Fisher and yourself covering the purchase of the common stock of the Indianapolis Motor Speedway Company.

That you may know the items which affect this final settlement I am giving you a statement which is as follows:

Contract price	\$650,000.00
Interest on \$650,000 - 6/1 to 9/1 92 days	9,966.67
Interest on \$650,000 - 9/1 to 11/1 61 days	5,891.67
Interest on \$ 9,832.- 11/1 to 12/6 35 days	55.90
Maintenance charges (Ernst & Ernst Audit)	7,076.60
PAYMENTS:	
September 1st	\$100,000.00
November 1st	540,410.00
December 6th	32,272.92
	<hr/>
	<u>\$478,680.92</u> <u>\$478,680.92</u>

At the time of the last distribution, Mr. Stout had to his credit as Trustee the sum of \$1,710.00--the amount just paid gives him a total of \$34,090.92.

In view of the uncertainty of the laws now pending as well as the results of the examination of income tax returns for the years 1926 and 1927, it is difficult to arrive at a definite figure that will be required to liquidate all of the obligations of the Indianapolis Motor Speedway Company.

Mr. Newby and the undersigned went over this matter quite carefully and it was Mr. Newby's suggestion that the distribution at this time be on a basis of \$25,000.00 allowing the balance of \$9,090.92 to remain in Mr. Stout's hands as Trustee in certificates of deposit. Mr. Newby's thought was that it would be better to keep enough money in reserve and distribute whatever balance there might be after all debts were liquidated rather than find it necessary to make an assessment on the stock holders.

If this suggestion meets with your approval, will you please wire

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

-2-

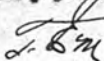
Mr. Stout to transfer to your account as Trustee for Shareholders, \$25,000.00.

In anticipation of this I am preparing and enclosing checks for the distribution of this amount. If this is not agreeable checks for distribution as per your suggestion can be substituted.

On the 19th of November Mr. Stout held in certificates of deposit \$21,855.96, plus accrued interest of \$86.12--total \$21,942.08. Out of this, additional income tax assessments for the years 1923, 1924 and 1925 in the amount of \$1,856.49 were paid leaving a new certificate in the amount of \$20,085.59, to which, if the new amount of \$9,090.92 is added, brings the total to \$29,176.51 to take care of 1927 income tax and five twelfths of the property tax for 1927, attorneys' fees, judgments, etc.

Enclosed you will find a bill from Charles Martindale for \$1,250.00 for his services in connection with redrafting and supervising various legal matters in connection with the sale. If you will approve this for payment, I will secure the necessary funds from Mr. Stout and take care of it promptly.

Very truly yours,



TEL-ED

C O P Y

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

Indianapolis, Ind.
December 7, 1927

Speedway

Mr. J. A. Allison
Miami Beach, Fla.

Dear Mr. Allison:

The Indianapolis Motor Speedway Corporation has paid to Elmer Stout, Trustee, \$32,272.92, which is the balance due on the contract between E.V. Rickenbacker and Messrs. Newby and Fisher and yourself covering the purchase of the common stock of the Indianapolis Motor Speedway Company.

That you may know the items which affect this final settlement I am giving you a statement which is as follows:

Contract price	\$650,000.00
Int. on \$650,000-6/1 to 9/1	
92 days	9,966.67
Int. on \$550,000-9/1 to 11/1	
61 days	5,591.67
Int on 9,582-11/1 to 12/6	
35 days	55.90
Maintenance charges, Ernst & Ernst	
Audit	7,076.68

PAYMENTS:

September 1st	\$100,000.00
November 1st	540,418.00
December 6th	32,272.92

\$672,690.92	\$672,690.92
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At the time of the last distribution, Mr. Stout had to his credit as Trustee the sum of \$1,718.00--the amount just paid gives him a total of \$34,090.92.

In view of the uncertainty of the lawsuits now pending as well as the results of the examination of income tax returns for the years 1926 and 1927, it is difficult to arrive at a definite figure that will be required to liquidate all of the obligations of the Indianapolis Motor Speedway Company.

Mr. Newby and the undersigned went over this matter quite carefully and it was Mr. Newby's suggestion that the distribution at this time be on a basis of \$25,000.00 allowing the balance of \$9,090.92 to remain in Mr. Stout's hands as Trustee in certificates of deposit. Mr. Newby's thought was that it would be better to keep enough money in reserve and distribute whatever balance there might be after all debts were liquidated rather than find it necessary to make an assessment on the stockholders.

If this suggestion meets with your approval, will you please

wire Mr. Stout to transfer to your account as Trustee for Shareholders \$25,000.00/

In anticipation of this I am preparing and enclosing checks for the distribution of this amount. If this is not agreeable checks for distribution as per your suggestion can be substituted.

On the 19th of November Mr. Stout held in certificates of deposit \$21,835.96, plus accrued interest of \$86.12--total \$21,922.08. Out of this, additional income tax assessments for the years 1923, 1924 and 1925 in the amount of \$1,856.49 were paid, leaving a new certificate in the amount of \$20,065.59, to which, if the new amount of \$9,090.92 is added, brings the total to \$29,156.51 to take care of 1927 income tax and five twelfths of the property tax for 1927, attorney's fees, judgments, etc.

Enclosed you will find a bill from Charles Martindale for \$1,250.00 for his services in connection with redrafting and supervising various legal matters in connection with the sale. If you will approve this for payment, I will secure the necessary funds from Mr. Stout and take care of it promptly.

Very truly yours,

TEM:ED

T. E. MYERS

P.S. Mr. Newby requests that his check be mailed to this office, as he is leaving the city.

T.E.M.

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

December 8, 1927.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher,

With the final payment by Rickenbacker on his contract, it would appear that my relations with you, at least as far as the Indianapolis Motor Speedway Company is concerned, are at an end.

With the parting of the ways came to me a feeling of extreme regret because my association in various capacities with this institution over a period of almost eighteen years I can truly say has been a very pleasant one and I could not permit this occasion to pass on without expressing to you my appreciation of your having given me the opportunity to carry on this pleasant work during that period.

At the same time I want to express to you my very sincere thanks for the substantial financial reward resulting from the sale.

During the time that it is necessary to clear away the remaining details in connection with the company, or at any future time, I hope you will not hesitate in any way to call upon me for any services that I may be in position to render.

With very best regards, and extending to you the Compliments of the Season, I am

Very truly yours,

J. C. P. Myers

TEM-ED

September 4, 1938.

Mr. Elmer Stout,
Fletcher American Bank,
Indianapolis.

Dear Mr. Stout:

I have, as you know, an interest in the Speedway Realty Company and the Globe Realty Company, as well as the Wayne Sewer and Drain Company. I don't want to bother the bank with a lot of details of this kind but I do want to have some representative there who is looking after my interests and who can keep me advised on existing conditions.

I would like, if possible, to sell my interest in all of these companies, even at a very considerable loss if necessary. However, I wish to cooperate with Jim's interests in the same corporations.

It has occurred to me that Mr. Myers is familiar with all of the details of these various companies and that I could appoint him as my representative to cooperate with you and your various boards. It is possible this appointment of Mr. Myers might not fit into the general plan. I would prefer to have your bank act as my representative if it is not too much work for a small return.

Will you write me immediately what you think best to do and what commissions I should pay your bank to handle these affairs and if necessary whether your bank should hire Mr. Myers to associate with your bank in the sale and disposition of these affairs. I would like to make some arrangements immediately to place these affairs in such shape that they will be substantially taken care of.

Very truly yours,

CCF:T

From: Steve Hannagan,
Fisher Building,
Miami Beach, Florida

Speedway

MIAMI BEACH FLA. DEC.--- There will be two big events at the Indianapolis Motor Speedway next year.

In addition to the annual International 500-mile-race held over the historic course each May 30 there will be in September a 24 hour contest for \$15,000 for vehicles powered with oil burning motors.

This announcement has been made by Carl G. Fisher and James A. Allison, two of the owners of the Indianapolis track, who are spending the winter months in the land of sunshine.

The entire Indianapolis racing plant will be illuminated for the night contest and an exposition of all oil burning appliances will be held in the infield of the track throughout the contest.

The object of the event, the owners of the Indianapolis track which has been the laboratory of the motor car industry, announce, is to effect progressive development by competition of the oil burning motor which, if perfected, will revolutionize all types of motor powered propelled vehicles on roads, rails, on water or in the air.

It is the first event of its kind ever to be held and is to be an annual fixture in the calendar of the Indianapolis Speedway.

General specifications for the unusual event follow: The motors must be operated on a commercial grade of fuel oil and must be equipped with self starter, gear boxes permitting reverse, neutral and at least three forward speeds; ignition systems will be permitted only for the purpose of starting the motor; the maximum weight must not exceed 10,000 pounds; the wheel base and tread must comply with legal state and highway requirements; pneumatic tires must be used in the contest and the vehicles must be equipped with brakes; the motor must be enclosed in a hood and the exhaust pipe must extend beyond the rear axle; motors must be mechanically lubricated but there are no limitations on the number of cylinders or on the size of the bore and stroke of the motor.

The Indianapolis Motor Speedway management is now accepting entries for the event and issuing invitations to motor builders throughout the world.

It is expected there will be an unusually large entry list for the competition, International in character, since it is known that more important manufacturers of gasoline motors have been conducting exhaustive experiments in power plants burning commercial fuel oil, ignited without electrical appliances.



*Speedway
Realty Co*

THE FLETCHER AMERICAN NATIONAL BANK
INDIANAPOLIS

ELMER W. STOUT
PRESIDENT

September 7, 1928.

Mr. Carl G. Fisher,
Port Washington, Long Island.

Dear Carl:

I acknowledge receipt of your letter with reference to your interest in the Speedway Realty Company, Globe Realty Company, and Wayne Sewer and Drain Company.

The bank will be pleased to represent your interest in these companies and I shall be pleased to have Mr. E. H. Iglehart, who is a very competent man, give the matter personal attention. Mr. Iglehart at the present time is Vice President and Trust Manager of the Bank.

So far as compensation is concerned, the charge will be merely nominal, whatever amount would seem to you to be proper. I should think a maximum charge of \$200 a year would be sufficient and if the matter does not require very much attention, there will be no charge. Mr. Meyers of course is a responsible man, but since the sale of the Speedway he is not so much in touch with the affairs of these concerns as Mr. Iglehart. The Bank has been appointed administrator along with Mr. Briggs, one of Jim's nephews, for Indiana, and Mr. Iglehart is also to be appointed co-administrator with Mr. Pancost in Florida, so that by reason of his duties in connection with Jim's affairs he will be entirely familiar with what is going on in the companies referred to. As I see the matter you and Jim had a fifty-fifty interest and I do not believe there will be any conflict, because what is good for one is good for the other.

If this suggestion meets with your approval, kindly advise me and I will have Iglehart prepare and send to you necessary letter of authority for him to act.

Yours very truly,

Elmer W. Stout

President.

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

June 10, 1929.

Speedway

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher,

On Saturday following the race Captain Rickenbacker called a meeting of the Directors of this Corporation without notice.

It was possible for all of the Directors to be present except you so the Captain asked me to get from you a waiver of notice, which you will find attached.

If you will be good enough to sign this and return in the enclosed stamped and addressed envelope, we will attach it to our minutes and our records will then be complete.

Very truly yours

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION.

J. C. ...
Vice-President.

TEM:HR

Montauk

June 13, 1929.

Mr. T. E. Myers,
Indianapolis Motor Speedway,
Indianapolis.

My dear Myers:

I am returning the Waiver of Notice.

Don't you think you had better accept my resignation as one of your Board of Directors? I never get out that way and I am sure you do not need me, and certainly some of those Indianapolis people would feel very proud to be one of the Board of Directors.

You can always depend upon my cooperation and any help I can give.

Yours,

CGF:T

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

June 15, 1929.

Mr. Carl G. Fisher,
Montauk, L.I.

Dear Mr. Fisher,

Thanks very much for your letter of June 12th, enclosing the waiver of notice for the Directors meeting.

I note your feeling that you had better retire as Director of the Speedway. Personally, I would regret very much to have you sever your relations with this institution after having been associated all of these years. I just wonder if you have recalled that it will be twenty years this August since the first automobile race on the Speedway. I know that Captain Rickenbacker will not want you to retire but will bring the matter of your resignation before the Board at the next meeting, which is set for July 23rd.

With all good wishes and best regards, I am

Very truly yours,



TEM:HR

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

March 8, 1930.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher,

With further reference to your letter dated June 12;

At a meeting of the Board of Directors of the Indianapolis Motor Speedway Corporation held on February 24th, the following resolution, acting upon your resignation was passed:

"RESOLVED, That the Board of Directors of Indianapolis Motor Speedway Corporation view with keenest regret the resignation of Mr. Carl G. Fisher as one of their number.

"RESOLVED, Further, that the officers be directed to express to Mr. Fisher their appreciation of his services as a Director and his helpful and constructive suggestions looking to the betterment of the operation of the Speedway, and their sincere regrets that he felt it was necessary to discontinue his association after so many years in the interest of this organization and automotive development."

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION.

L. Myers
Vice-President.

TEM-ED



Speedway

THE FLETCHER AMERICAN NATIONAL BANK
INDIANAPOLIS

ELMER W. STOUT
PRESIDENT

March 10, 1930

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Carl:

A few days ago Mr. Frank Moore came in the bank and reported that he had been working on a sale of the Speedway Realty assets, his last conferences having been with Mr. Fred Schortemeier, ex-secretary of state, who ordinarily represents the Lawrence Whiting interests in this state. However, it will have to be admitted that Mr. Schortemeier has not disclosed who his principal is. Frank came in with an offer of \$180,000 for the stock of the Speedway Realty Company and the stock of the Globe Realty Company. Of course, the Globe has nothing left except a small strip of ground along an alley in the vicinity of Vermont Street.

Since Frank has been working on the sale of the properties, he has become pretty much of a pessimist about Indianapolis real estate values. He believes that he can work Schortemeier up to approximately \$200,000. When the \$180,000 offer came in, I told him that as far as I was concerned it would not be considered and I felt you would not consider it; but after talking with him, I think perhaps we should give some consideration to his suggestion of a possible \$200,000. I am not clear in my own mind that we should, but I must confess that real estate on Capitol Avenue is very dead. There are many vacant houses, the Losey-Nash Company is planning to move out at the expiration of its lease, which occurs June 30 of this year, the Barbasol building has been vacated, and the Haywood building is vacant, as well as the South Street building. The carrying cost of this property until conditions get better is going to be considerable. There is danger that the entire Stutz property on Capitol Avenue will be thrown on the rental market, as you probably know. A large portion of the lots in Speedway City apparently have to be sold and resold, over and over again. Frank Moore feels that we should seriously consider selling at \$200,000.

Those having to do with the administration of the Allison Estate; namely, Mr. Briggs and Mr. Iglehart, are inclined to agree with Mr. Moore.

Mr. Fisher #2

THE FLETCHER AMERICAN NATIONAL BANK

I have this morning suggested to Frank Moore that he write you a letter, outlining his views on the problem. I shall be pleased to have your views and suggestions as to what we should do.

Of course it is true that there has been taken out of Speedway Realty Company approximately \$150,000, which includes the cash and bonds incident to the sale of the Water System and the Sewer System, and also \$40,000 incident to the sale of the ten acre tract across from the Allison Engineering Company.

With kindest personal regards, I am

Yours very truly,

Ernest Withouf
P r e s i d e n t .

March 14, 1930.

Mr. Elmer Stout,
Pres., Fletcher American National Bank,
Indianapolis, Indiana.

Dear Elmer:

Yours of the 10th.

I am trying to look up the last statement
of the Speedway Company, and also trying to locate
the appraisal of Gregory & Appel of last year.

My secretary has been ill for some time and
I have also been laid up with a cold and it may be a
couple of days more before I can find just what I
am looking for.

In the meantime I wish you would send me a
list of all of the exact property that is involved
in any offer that may be made; and if you can secure
a duplicate of the appraisal made by Gregory & Appel,
it will help some, as it may be these appraisals were
left in the Montauk office when I came south.

Yours,

CGF:E

- Copy to Frank L. Moore.



THEY CIRCELED THE SPEEDWAY FOR THE FIRST TIME—The man at the wheel is Carl G. Fisher, in the car that made the first trip around the Indianapolis Motor Speedway—in May, 1909. W. S. Gilmore, managing editor of the Detroit (Mich.) News, then a member of the staff of The Indianapolis Star, and other Indianapolis newspapermen were on hand to see Mr. Fisher make the spin.



Chas. Fisher

*I bet you made at least
Twenty miles an hour
with that car. I could
not tell you what had
said about it before.
Regards.
L. P. Heath*

THEY WENT ON THE GREAT ROAD FOR THE FIRST TIME. The man at the wheel is Chas. G. Fisher, with the car is the Standard Six. The car is a Model Six. In May, 1919, W. S. G. Fisher, a member of the staff of The Standard Star and other prominent newspapermen were in hand to see Mr. Fisher make the spin.

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

April 6, 1936.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Skip,

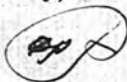
In yesterday's Star appeared the enclosed pictures and I thought you might be particularly interested in the photograph of you taking the Stoddard Dayton for the first trip around the track in May of 1909, almost twenty-seven years ago--shades of the past.

I don't know how you feel but it makes me tremble to think back so many years.

Copps arrived on the job last week and said to me that he had seen you just a few days before leaving Miami Beach and that you appeared to have all of the old "wim-wigor and vitality".

Please remember me to Margaret and with very best regards to you, I am

Sincerely,



TEM:hr

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

MAINTAINING THE GREATEST RACE COURSE
IN THE WORLD

INDIANAPOLIS, INDIANA

August 24, 1938.

Dear Mr. Fisher:

We have all been wondering just how you are getting along and thought I'd drop you a little note.

Things here seem to go along much in the same old way, and it has been hotter than the hinges of Hades for some little time. We did have a nice cooling rain this morning, but now the sun is shining and the humidity is terrible.

Had hoped quite a lot, even if you did say that you would not, that you would be here for the race this year. It was a nice race and pretty quick, too, for the winner averaged 117 and a fraction miles per hour -- the track is swell; wish you'd come up and have a look at it.

Mr. Myers seems to be getting along pretty well. He was not so very well during the month of May, was suffering with Neuritis and lost quite a lot of weight, but he has gained back all the weight he lost and more. He said this morning that he was gaining weight steadily, but I think he's gaining by leaps and bounds.

Just chatted with Florene -- she told me to give you her love and to send you a big kiss!! Just why should I do that, I'll send you one of my own.

We had a letter the other day from Stoughton Fletcher. No one around here had heard anything definite about him for some time, nor did any one seem to know where he was. His letter came from Hollywood, California, and his letter head reads: "Stoughton A. Fletcher, Management". However, we have no idea what he's the management of.

Mr. Myers joins me with best wishes.

Sincerely,

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dolly

*Hullo you old
so w so*

op

(COPY)

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION

INDIANAPOLIS, INDIANA.

April 4, 1939.

Mr. Carl G. Fisher,
650 West 51st Street,
Miami Beach, Florida.

Dear Mr. Fisher:

Mr. Myers just handed me your letter of March 27th about tickets for the coming 500-mile race, with the comment that evidently you had forgotten everything you ever knew about the Speedway, as general admission tickets carry no seat privileges.

I can get you some grand stand tickets now, but admission tickets will not be ready for delivery until just a few days before the race, so please let us know just how many tickets you will want and we'll do our best.

Hope you are feeling fine and with all good wishes
I am

Sincerely,

(Signed) Dolly
E. S. Dallenbach.

D
/
H

April 11, 1939.

Miss E. S. Ballenbach,
Indianapolis Motor Speedway Corporation,
Indianapolis, Indiana.

My dear Dolly:-

Please send tickets for two good grand stand
seats to Mr. G. W. Laidle, C/o Sears, Roebuck & Company,
Biscayne Boulevard at 15th Street, Miami, Florida, and if
necessary charge them to me.

Yours very truly,

CGF:AVM

CARL G. FISHER.

27 Annual 500 Mile Race

April 17th, 1939.

Mr. C. G. Fisher,
650 West 51st Street.
Miami Beach, Florida.

Dear Mr. Fisher,

It was nice to receive your letter this morning and we have today sent tickets for two reserved seats in grandstand "A" to Mr. Laidle, as suggested.

We are enclosing a copy of our letter and you will note that it will be necessary to send the general admission tickets later, as they have not as yet been printed.

With all good wishes.

Sincerely,

Dally

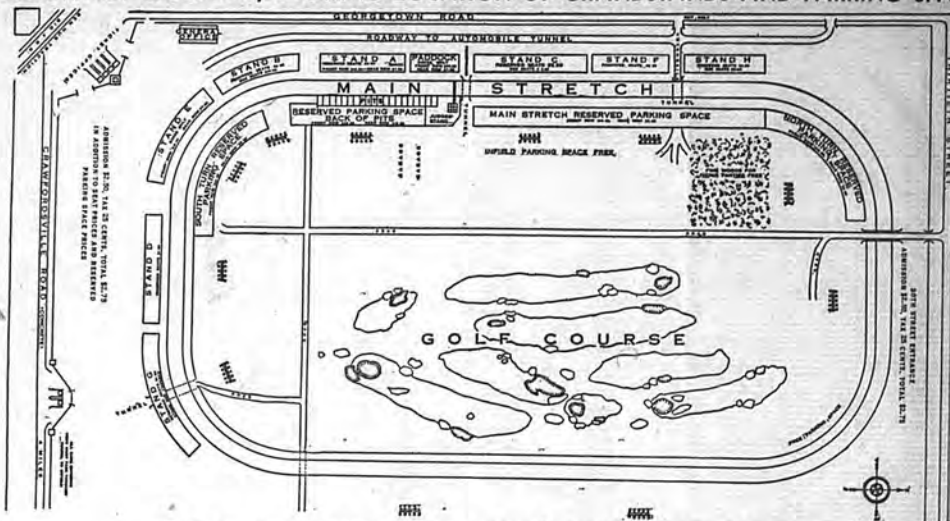
ESD:s

RESERVATION CHART TWENTY-SEVENTH ANNUAL INTERNATIONAL SWEEPSTAKES

TUESDAY, MAY 30, 1939 - - DISTANCE 500 MILES

CAPITAL PRIZES \$50,000.00

DIAGRAM OF SPEEDWAY, SHOWING LOCATION OF GRANDSTANDS AND PARKING SPACES



IMPORTANT INFORMATION CONCERNING TICKETS

How to Locate Seats Desired

After determining in what stand you prefer to sit by referring to diagram, turn to the detailed diagram of the stand bearing the same letter on the other side of this sheet. Each diagram is divided into sections numbered to agree with the section numbers in the Grand Stands.

The letters in the aisle spaces indicate the rows, from front to back. Each square represents one seat, which is numbered and reserved. These seat numbers do not appear in the diagram, but by marking the diagram and returning it to the Indianapolis Motor Speedway Corporation the seats indicated will be reserved.

In case seats indicated have been sold, others as near as possible to those chosen will be reserved unless purchaser orders otherwise when reservation is made.

Box Seats

The numbered spaces in front of the detailed plans of Stands A, B, C and H are boxes which seat six persons each. It is not necessary to order an entire box to obtain box seats, as any number of box seats from one up can be purchased.

Stand E and the Paddock Stand consist entirely of boxes. Detailed diagram on the other side of this sheet.

Parking Spaces

No detailed diagram of parking spaces is given, but all front row reserved parking spaces are numbered, and location designated on the general diagram of the Speedway will be reserved as nearly as possible if purchaser will mark diagram to show position desired. Rear row parking spaces are not numbered. Ticket merely entitles holder to space in one of the reserved sections.

Children

Children five years of age and under will be admitted to grounds without tickets if they enter by automobile or are carried through turnstiles. Over five years of age they must pay full admission price. Children, regardless of age, must have reserved seat tickets in order to gain admission to Grand Stands.

Mail Order Instructions

Make all money orders, checks and drafts payable to the Indianapolis Motor Speedway Corporation, Main office, 444 North Capitol Avenue, Indianapolis.

Patrons, to be satisfied, should specify first, second and third choice when making reservations. The Indianapolis Motor Speedway Corporation reserves the right to reject any reservation and refund all money paid on same.

Tickets will be forwarded to purchaser as soon as order is received. It is important that correct address be given, as no responsibility will be assumed by the Speedway for loss of tickets in mail.

Postponement

In event of rain the race will be postponed until Wednesday, May 31st, 1939, or some subsequent date. No money will be refunded on tickets in event of postponement, but rain checks will be honored on postponed date. Please examine ticket stubs which are returned to you by ticket takers to make sure that rain check has been returned to you.

GATE ADMISSIONS

Seat and Parking Space Prices Do Not Include Gate Admission

Each Box Seat and Reserved Seat Ticket must be accompanied by a General Admission Ticket. Holders of Parking Space Tickets must have an Admission Ticket for each occupant of the car. Price of General Admission Tickets \$2.50 each, plus 25 cents tax; total \$2.75.

Gate Admission Tickets may be purchased at downtown office of Speedway, 444 North Capitol Avenue, hotel lobbies, and other convenient points two days previous to race, or may be obtained at the gate box offices the day of the race. However, much inconvenience and delay may be avoided by securing Admission Tickets before arriving at grounds.

ORDER BLANK

3-1-X

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INDIANAPOLIS MOTOR SPEEDWAY CORPORATION
444 North Capitol Avenue
Indianapolis, Ind.

Gentlemen:

Please forward tickets as listed below, for which remittance of \$..... is enclosed, addressed as follows:

Name.....

Street No.....

Town..... State.....

FOR DETAILED
DIAGRAMS
OF STANDS
SEE
OTHER SIDE
OF SHEET

Quantity	KIND OF SEAT TICKETS	Estab-lished Price	Fed-eral Tax	Total	Amount
.....	*Front Row Box Seats, Grand Stand A.....	\$9.09	\$.91	\$10.00	.....
.....	*Second, Third or Fourth Row Box Seats, Grand Stand A.....	6.56	.64	7.00	.....
.....	Reserved Seats, Grand Stand A.....	3.18	.32	3.50	.....
.....	*Front Row (only) Box Seats, Grand Stand B.....	9.09	.91	10.00	.....
.....	Reserved Seats, Grand Stand B.....	2.27	.23	2.50	.....
.....	*Front Row Paddock Box Seats.....	9.09	.91	10.00	.....
.....	*Second, Third, Fourth, Fifth or Sixth Row Paddock Box Seats.....	6.56	.64	7.00	.....
.....	*Front Row Box Seats, Grand Stand E.....	9.09	.91	10.00	.....
.....	*Second, Third or Fourth Row Box Seats, Grand Stand E.....	6.56	.64	7.00	.....
.....	*Front Row (only) Box Seats, Grand Stand C.....	6.56	.64	7.00	.....
.....	Reserved Seats, Grand Stand C.....	2.27	.23	2.50	.....
.....	Reserved Seats, Grand Stand F.....	2.27	.23	2.50	.....
.....	*Front Row (only) Box Seats, Grand Stand H.....	4.54	.46	5.00	.....
.....	Reserved Seats, Grand Stand H.....	1.81	.19	2.00	.....
.....	Reserved Seats, Grand Stand D.....	.90	.10	1.00	.....
.....	Reserved Seats, Grand Stand G.....	.90	.10	1.00	.....
.....	Reserved Parking Space (Rear of pits).....	22.72	2.28	25.00	.....
.....	Parking Space Rear Row (Rear of pits).....	15.63	1.37	15.00	.....
.....	Reserved Parking Space.....	9.09	.91	10.00	.....

*Price listed is for a single seat only

DO NOT ORDER
GENERAL
ADMISSION
TICKETS NOW,
THEY WILL NOT
BE ON SALE
UNTIL MAY 28

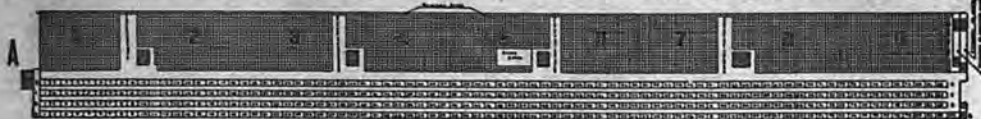


RACE STARTS AT 10:00 A. M. SHARP

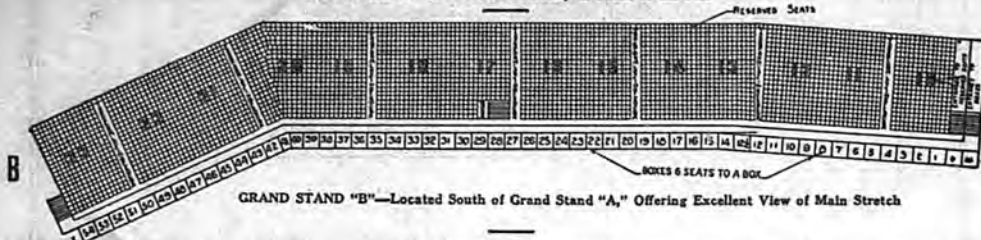
(Central Standard Time)

DETAILED DIAGRAMS OF GRAND STANDS

Location of Stands Shown in Speedway Diagram on Other Side of Sheet. Purchasers Should Specify First, Second and Third Choice of Seats



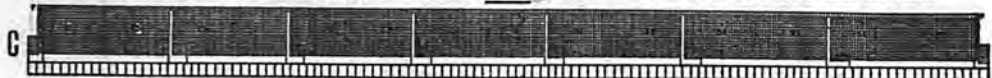
GRAND STAND "A"—Located Directly in Front of the Pits



GRAND STAND "B"—Located South of Grand Stand "A," Offering Excellent View of Main Stretch



PADDOCK GRAND STAND—Located Opposite the Paddock. Start and Finish Line Located Directly in Front of This Stand



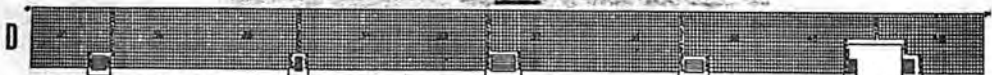
GRAND STAND "C"—Located at Center of Home Stretch, North of Start and Finish, Giving Splendid View of Entire Grounds



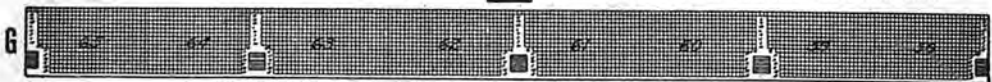
GRAND STAND "E"—Located on South Turn of Track. A Wonderful Location to See the Race



GRAND STAND "F"—Located North Part of Main Stretch



GRAND STAND "D"—Located at South End of Speedway Course, Giving Excellent View of Both South Turns and Both Stretches



GRAND STAND "G"—Located at Southeast Turn. Very Choice Spot to Enjoy the Race



GRAND STAND "H"—Located at Northwest Turn, Giving Splendid View

Read Instructions on Other Side of Sheet Carefully

Race Starts at 10:00 A. M. Sharp (Central Standard Time)

April 17th, 1933.

Mr. C. W. Laidle,
c/o Sears, Roebuck & Company,
Biscayne Boulevard at 18th St.,
Miami, Florida.

Dear Mr. Laidle,

We are enclosing herewith tickets for two reserved seats in grandstand "A" for the 500-mile race which is scheduled for May 30th.

These tickets are being sent to you with the compliments of Mr. C. G. Fisher of Miami Beach, Florida.

It will be necessary to have general admission tickets to go with these seat tickets. These however will not be ready for distribution until sometime in May and they will be sent to you in ample time before the race.

We hope you have a pleasant day at the Speedway, and with all good wishes, we are

Very truly yours,

INDIANAPOLIS MOTOR SPEEDWAY CORPORATION,


Secretary to T.E. Myers.

ESD:s

CC to C. G. Fisher