

### TO BUILD MOTOR SPEEDWAY

Association Formed to Take Over Jersey Meadows Acres.

### GROUND TO BE BROKEN SOON

Long-Distance Motorcycle Races and Other Events Will Be Seen at the Big Brick Oval.

NEW YORK, July 13.—Formal announcement of the plans for the construction of the metropolitan motor speedway were made by the Metropolitan Motor Speedway association.

The association has been formed to take over 300 acres on the Jersey meadows, near Newark, for the purpose of constructing a motorome and stadium. Ground will be broken this month and the speedway is to be completed within a year. On July 4, 1913, the opening event will be staged—an international 500-mile race.

The fact that A. R. Partridge, who has been actively connected with the Long Island Motor parkway and the Motor Cops Holding company, is vice president and general manager of the Metropolitan Motor speedway, and also the fact that Fred J. Wagner, the American Automobile association starter and race promoter, is already heavily interested financially and as a director is sufficient guarantee to any one familiar with the sport that the project will be carried through successfully.

H. E. Hoyt, vice president of the American Potash company, is president of the speedway; Theodore P. Keer, vice president of the Newark Trust company, is treasurer, and W. H. Osborn, secretary. The latter is also secretary of the Commercial Maintenance and Motor company.

It is not merely intended to make the new speedway a stage for automobile speed contests. Long distance motorcycle races and other races will be held on the brick oval, while the infield will be available for aviation meets, base ball,

foot ball, field and track athletics, circuses, wild west shows, etc. The entire plant will be surrounded by a high fence. The speedway itself is to be sixty feet wide, excepting on the turns, which are to be seventy-five feet in width and scientifically banked with saucer curves.

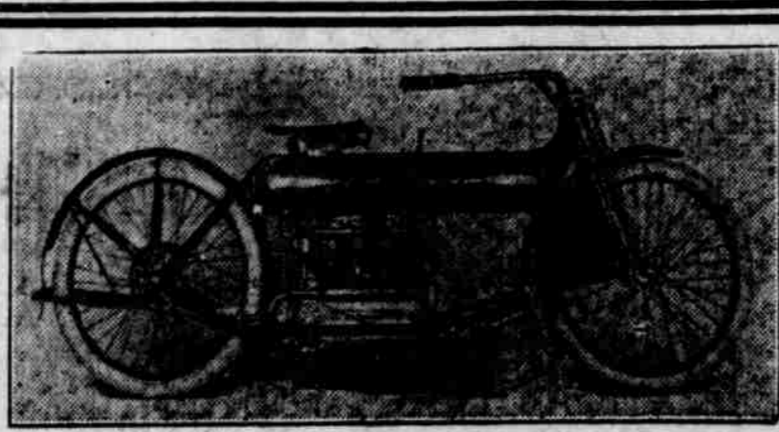
Grandstands with box and promenade seats will be erected the entire lengths of the straightway stretches. The proposed capacity of these stands is 200,000. Parking space to accommodate 10,000 cars will be divided in the infield, which will be accessible by means of three double track tunnels, forming the entrance and exit of cars and pedestrians. Garages, repair and machine shops, pits, a hotel and club house, a restaurant and other buildings will be erected. For night events, such as twenty-four-hour races, a number of which are to be run, the two miles of speedway will be illuminated in such a way as to provide plenty of light without blinding the drivers.

The races at the Indianapolis speedway drew crowds of more than 30,000 to each of the 500-mile races held there. Indianapolis has a population of only about 1,000,000, whereas within a radius of twenty miles of the Metropolitan motor speedway the total population is 7,000,000. Furthermore, the Metropolitan district, during the summer months has a pleasure seeking, floating population of at least 1,000,000. In view of this a number of experts say that the proposed grandstand capacity of 200,000 will be inadequate and advise building the stands larger.

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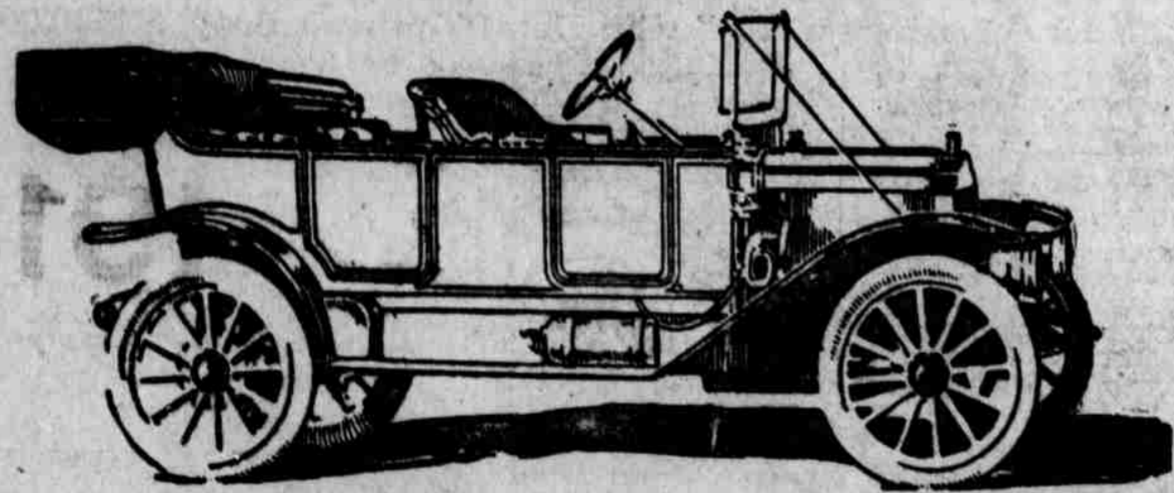
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