

Official Program of the First International 300-Mile Speed Classic
Grand Opening of the Kansas City Speedway
Dedication by the AMERICAN LEGION OF MISSOURI AND KANSAS
E. E. PEAKE, Secretary and Gen. Mgr,
(Price of this Program 25 cents)
KANSAS CITY SPEEDWAY ASSOCIATION, INC

In this great Speedway every piece is SOUTHERN PINE

Write for complete literature concerning Southern Pine in all its various uses.

THE checkered flag—a roar—a flash—and Southern Pine again speeds across the line—first.

The choice of Southern Pine Lumber by the Kansas City Speedway Association for this new track, again forcibly demonstrates that Southern Pine occupies a place of first importance wherever great strength and endurance are essential. The new Speedway is capable of sustaining a speed of 120 miles an hour, a record hitherto unattained on any circular track in the world.

The Speedway itself is a one and a quarter mile track. More than 4,000,000 feet of lumber—175 carloads—were required for the construction of the great bowl alone. Jack Prince, who invented bowl-shaped tracks and under whose personal direction this track was built, said that in all his experience in building speedways, he had never worked with lumber more “beautiful and workable.”

In order to withstand the strain of the terrific pounding of racing motor cars, the board track must be smooth, strong, durable, and absolutely safe. As the track is built entirely above the surface of the ground, heavy understructures must be used. The material must also resist the weather effectively. The officials of the Speedway chose Southern Pine.

Southern Pine again demonstrates that its service qualities and adaptabilities, its availability in all sizes and shapes, combined with its low cost, put it first. It is known as the wood of a thousand uses—for homes, for factories, for railway cars, in fact for any structure where a combination of strength, durability and economy are desired.

Southern Pine Association

NEW ORLEANS LOUISIANA.

Ever Hear of an Automobile “Built in Bond”?

Not so long ago a certain government stamp across the neck of a bottle held more significance than what was printed on the label.

The same rule applies in motor car racing.

Races are not won by talking—it’s stepping on the gas that “brings home the bacon.”

Tossing a nifty line of conversation doesn’t get a player to first, either in base ball or in the automobile world.

The men who build the famous MITCHELL F-50 know this as well as the boys in the bleachers.

Ask any representative of the GUARANTY MOTOR CORPORATION at 1930

McGee Trafficway to show you the Six Months Bond which goes to every purchaser of a MITCHELL F-50.

It isn’t talk you want when you buy a new car. You have a right to the assurance that you have made a safe investment.

If you are thinking of buying another make of car—no matter what the price—ask if you will be protected as Mitchell F-50 purchasers are protected.

SEE THE NEW MITCHELL F-50 TODAY.

Guaranty Motors Corp.
Harrison 6474
1928-30 McGee Trafficway
Kansas City Speedway Association, Inc.
Jas. O'Neil Bruen
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Secretary and General Manager,
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WESTERN AUTO SUPPLY CO., 1422 Grand Avenue, K. C.
“Everything for the Automobile for Less”

Kansas City Speedway Association
[INCORPORATED]
Operating the World's Finest Speedway

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RACE OFFICIALS

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MISCELLANEOUS

Ambulance Service—D. W. Newcomer's Sons Program—Speedway Program Co.

Printing—Peerless Printing & Publishing Co.
 Publicity and Advertising—Potts-Turnbull Co.
 Refreshments—Universal Concession Co.
 Uniforms—H. D. Lee Mercantile Co.
 Insurance Carriers—O'Brien-Hobart-Perrin Race governed by rules and with sanction of the
 Contest Board of the American Automobile Association, Official Sanction No. 1332.
 Butl&r Motor Company 26th and grand
 HART-LUSTIG Winter Enclosures 17TH AND MAIN

^he

Drives

First Prize	\$10,000
Second Prize	5,000
Third Prize	3,250
Fourth Prize	2,750
Fifth Prize	2,000
Sixth Prize.....	1,500
Seventh Prize	1,300
Eighth Prize	1,000
Ninth Prize	900
Tenth Prize	800
Eleventh Prize	750
Twelfth Prize	750

BOMB

SCHEDULE

12 m. - - -
 Salute Bomb
 12:10 p.m. -
 Salute Bomb
 12:20 p.m. -
 Salute Bomb
 12:30 p.m. -
 Salute Bomb
 12:35 p. m.
 English Flag Bomb
 12:40 p.m. -
 French Flag Bomb
 12:45 p. m.
 Belgian Flag Bomb
 12:50 p. m.
 Italian Flag Bomb
 12:55 p. m.
 American Flag Bomb
 1 p. m.
 Starting Bomb
 1:20 p. m.
 Four Flag Bombs

WHITE LINE TRANSFER CO,
1811-13-15 Wyandotte St.
Phone Grand 2025

25 Dump and Commercial trucks at your service. We did this speedway job. Why not let us do your Hauling? We Haul anything, any time, any place.

W. M. CLAYTON & SONS

Bodge Brothers Motor Car

WESTERN AUTO SUPPLY CO., 1422 Grand Avenue, K. C.

Satisfaction or Your Money Back

BLISS CAFETERIA

1128 Walnut Street

Open 10:45 A. M. All day to 7:45 P. M.

We operate one of the largest cafeterias in the city, with prices very reasonable as you will see as follows:

—Part of Menu for Today—

MEATS

Baked Halibut with tomato sauce12

Chicken fried the old-
fashioned way . 35

Prime Ribs of Beef au Jus—.....15

VEGETABLES

Baked Pork and Beans.....05

Macaroni and Cheese.....05

Fried Apples05

Mashed Turnips03

Fried Cabbage03

Mashed Potatoes03

PASTRY

with

Cherry Pie

Fresh Apple Pie ...

Fresh Peach Pie

whipped cream10

Apple Dumpling08

Boston Cream Cake.....,08

Custard Pie;08

Roast Fresh Pig Ham

with apple sauce15

Boiled Veal and Noodles....12

1-3 lb. of the best home made Sausage08

SALADS and FRUITS

Chicken Salad10

Salmon Salad08

Corn Salad05

Combination Salad05

Head Lettuce05

Sliced Tomatoes05
 Sliced Cucumbers05
 Cold Slaw05
 Prunes05
 Figs 05

DRINKS

Coffee
 Iced Tea
 Lemonade
 Grade A Raw Milk..
 ...04
 ...05
 ...05
 ...05

BE SQUARE AND YOU WILL WIN
 BARNSDALE REFINING COMPANY

u.
 Elmhurst Bldg.
 Kansas City, Mo.
 Be Square Gasoline, Automobile Oils And Greases
 Producers
 Refiners
 Transporters
 Marketers
 The Universal Concession Company

Handling all concessions at the Speedway announce the following prices: PAY NO MORE—
 SEE THAT YOU GET THE RIGHT CHANGE.

Muehlebach's Pilsner 20c
 MuehlebaclTs Grape15c
 Swift's Premium Coneys15c
 Sandwiches, all kinds 7.725c
 Coca Cola and Soda10c
 Camel Cigarettes20c
 Murad Cigarettes 25c
 Smoked Glasses_50c
 Pop Corn 10c
 Domino10c
 Lin wood Brick Ice Cream 15c
 Linwood Ice Cream Cones10c
 Roi Tan Puritanos Cigars10c
 Roi Tan Toronita15c
 Vassar Chocolates V2 lb.....75c
 Vassar Chocolates 1 lb.....\$1,25
 Kris-P-Nut Candy10c
 All Bar Candy 10c
 Peanuts10c

Canes and Pennants25c

Lemonade or Orangeade 10c

We desire to further announce that after careful consideration (first in quality of goods, second in service) that we are buying what we consider the very highest grade materials obtainable from nationally known companies so that our patrons may know everything they purchase is pure and clean.

Frankfurters, hams and all meats from Swift & Co., all being their Swift's Premium Brand.

Cigars from Parker-Gordon Co., they furnishing the well known Roi-Tan Brand.

Concord Grape and Pilsner Beer from Muehle- bach Brewing Co., our own home product which needs no further recommendation.

Coca Cola and soda from Coca-Cola Bottling Co., a guarantee of a pure drink.

Ice Cream for cones and bricks from Linwood; you will be delighted with them both.

Candy from Loose-Wiles and Crisp Nut Co.

Buns and bread from Nafziger Baking Co., quality you well know from a sanitary bakery.

All other articles sold are as well known.

Prices charged we believe most reasonable in consideration of quality and service.

H. M. Genung, General Manager

UNIVERSAL CONCESSION CO.

Motor Company 26th and grand

HART-LUSTIG Replacement Fenders 17TH AND MAIN

ENTRIES

FIRST INTERNATIONAL 300 MILE SPEED CLASSIC

Conducted under the rules and with the sanction of the Contest Board of the American Automobile Association, Sanction No. 1332.

No.

Driver

Car

No. Cyl.

Bore

Stroke

Piston

1

Eddie Heame.....

.....Disteel Duesenberg.....

8

2.500

4.625

Disp.

181.5

2

W. W. Brown

.....Junior Special

6

2.750

5.000

178.02

3
Bennett Hill
.....Miller Special
8
2.687
4.000
181.5
4
Peter De Paolo
.....Junior Special
6
2.750
5.000
178.02
5
Leon Duray
.....Frontenac Special
4
3.125
5.937
182.5
6
R. J. Brett.....
.....Frontenac Special
8
2.625
4.218
182.5
7
Ora F. Haibe
.....Frontenac Special
8
2.625
4.218
182.5
8
Tommy Milton
.....Leach Special
8
2.687
4.000
181.5
9
Frank Elliott.....
.....Leach Special
8

2.687
4.000
181.5
10
Joe Thomas
....Duesenberg Str. 8 Spl.....
8
2.500
4.625
181.5
12
Harrv Hartz.....
.....Hartz Special
8
2.687
4.000
181.5
15
Howdy Wilcox
....Peugeot Special
4
3.346
5.118
180.
21
Ralph Mulford
....Duesenberg Str. 8 Spl.....
8
2.500
4.625
181.5
24
Jerry Wunderlich
....Duesenberg Str. 8 Spl.....
8
2.500
4.625
181.5
31
Allen A. Mulford.....
___Duesenberg Str. 8 Spl.....
8
2.500
4.625
181.5
34

R. Clifford Durant....
.....Durant Special
8
2.687
4.000
181.5
35

Jimmy Murphv
.....Murphy Special
8
2.687
4.000
181.5

TftAOS MASK TRACE MARK
MAGNETOS - ELECTRIC HORNS - SPARK PLUGS - SPOT LIGHTS

And Many Other Original and Genuine Rob't Bosch Products
ELECTRICAL and MAGNETO SERVICE CO.

1981 McGee official factory distributors e. C. TREFZ, Mgr,
All Rab't Bosch Products

Dodge Brothers Mo t o r Ca r

White Eagle Gasoline is the product of best methods in modern refining. It is the result of a determined purpose to produce motor fuel of constant and high quality.

Quality is the keynote of every detail of the handling of our product from oil well to your car. You will find White Eagle Gasoline and Lubricants more potent in your car and more economical to use.

No matter where you are there is a White Eagle Service Station or Distributor conveniently near.

WHITE EAGLE

GASOLINE AND LUBRICANTS

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AMERICAN LEGION COMMITTEE CHAIRMEN

Eight-Cylinder Enthusiasm Brought to a New High Pitch

Eight cylinders have never meant so much in the way of magnificent power as they are made to mean in the new Peerless Eight.

They have never meant so much in sustained speed; nor in all the finer shades of power-ductility.

Wherever experienced motorists have been privileged to drive it, the new Peerless Eight is rolling up a wave of eager enthusiasm and welcome, reminiscent of the motor car's earlier days. the ease and enjoyment which are the outcome of good eight-cylinder construction, that it is almost revolutionary.

The steadiness with which it holds the higher speeds will delight you hardly more than the perfect softness and obedience of power that seem to have no limit.

To put it briefly, the new Peerless Eight gives us the right to say that nowhere in your eight-cylinder experience have you encountered its like.

The truth is that the new Peerless adds so much to

The Peerless Motor Car Co., Cleveland, O.

KSEE M2IM C&

Wholesale and Retail Distributors, 1829-31-33-35 McGee.

Good Territory Open in Kansas
Missouri for Dealers.

PEERLESS

HART-LUSTIG Replacement Fenders 17TH AND MAIN
AXLES

Think of the strain put on the rear axle shaft in this race. At every turn the enormous end thrust is worn by the axle shaft. When in need of an axle shaft, place with Turner. Largest manufacturers of axles in the west, production, 1,000 axle shafts per day.

Turner Machine & Mfg. Co.

THIS IS A I

Studebaker [

Year j

Studebaker-Riley Co. j

2029 GRAND !

D o d g e B r o t h

POLICING THE SPEEDWAY

A COMPLETE Police Department, under the direction of Sergeant Newton V. Reynolds of Kansas City Police Department, is employed by the Kansas City Speedway Association to protect spectators from injury or crime. This complete police organization represents more than 300 men, or approximately one-half of the entire Police Department of Kansas City. The police organization is divided into two general divisions—police officers from the Kansas City Police Department and members of the 110th Engineers assigned to police duty on race day.

The police system extends far beyond the limits of the Speedway. All of the important intersections, beginning at the south limits of Kansas City, and continuing on to the gates of the Speedway, are patrolled on race day to reduce congestion and to direct the many thousands of motorists bound for the Speedway. At the gates are scores of men giving their attention to directing the crowds to the proper entrances and getting them into the Speedway Plant in the shortest possible time. Once inside the gates the motorist is directed to a parking space and his party directed to their reserved seats or other space in the plant.

Motorcycle officers are assigned to ride the speed zone of the track to prevent the collection of crowds in case of accident to the drivers. Plain clothes men are assigned to posts throughout the plant to watch for pick-pockets or other criminals. One feature of the Speedway plant known to very few is the jail, a stone building located in the northwest corner of the Speedway property.

This jail is provided to hold the peace disturber and petty offender. Those guilty of minor infractions are placed in the jail and held until after the race, when they are released. Those guilty of more serious offenses are taken to the County jail and held for prosecution.

Beech-Nut Cigarettes j

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They Are Different —They Are Good j

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You Can't Help But Like Them

20 for 15c

COMPLIMENTS OF

COUNTRY CLUB GARAGE

51st and Oak St.

STORAGE, HIGH GRADE REPAIR WORK. WASHING ACCESSORIES and FILLING
STATION Phone Hyde Park 6134

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This Spotlight is a Marvel of Beauty and Utility"

It is installed thru the windshield glass. Its pistol^ grip control handle and switch are within four inches of the steering wheel INSIDE THE CAR. Operating as it does, on a ball joint, its rays are aimed in any direction—any angle—as easily and quickly as one aims a gun.

Its installation is very simple, and once put on it becomes a permanent fixture—guaranteed to outlast the car itself.

The beauty of the Clymer Windshield Spotlight lies in its neat design, its highly enameled and nicked finish, its bright aluminum fittings and its appearance as a part of the car instead of a bolted-on attachment.

Its practical utility is due to its ease of operation without reaching outside the car or leaning forward, and because the driver sits directly behind its rays so the eye follows the beam instead of looking diagonally across or thru it.

Come in and have one put on. It only requires 25 or 30 minutes to install and no extra charge.

HART-LUSTIG Winter Enclosures 17TH AND MAIN

Star Tires and Tubes

They DO Stand Up Eueready Tire Seruice Co.

2610 TTlcQee Street

Kansas City, ITlo.

Road Seruice Phone Harrison 3870

Stafford Machine Works

TERRY STAFFORD, Proprietor Formerly Stafford Motor Car Co.

Now Located in Our Modem Daylight Shop

2626-2632 Holmes Street

Kansas City, Missouri

Spur Gear Cutting Cylinder Grinding

Starter Gear Rings Kant-Skore Alloy Pistons

Fine Machine Work Crank Shaft Grinding

Oversize Pistons and Rings Hardened & Ground Piston Pins

DOMINO

“Cracker-Jack”

EXCLUSIVELY

Is Sold in the Speedway Grounds

DOMINO CONFECTION MFG. COMPANY

4344 Belleview Ave. Hyde Park 8668

BENNETT

HILL

Hill is one of the newer pilots, but from reports from the Pacific Coast Speedways is destined to take his place among the great drivers of the world. Hill is

entered with a Miller Special and is credited with speed this year of 125 miles an hour. Every driver in the race will be watching Bennett and with his big car he is certain to make some of them, in the parlance, “hard to catch.”

R. J. BRETT

Riley Brett is a Kansas City boy. For many years he has been prominently identified with the automobile racing game. Like many of the other veteran drivers he served an apprenticeship as a mechanic. He also has the experience of the dirt tracks, having been one of the most successful drivers.

Riley is recognized throughout the motor world as a mechanical genius and more than any one man, probably, is responsible for the beauty and symmetry of the two "Junior Specials" entered in the race.

Dodge Brothers Motor Car

WESTERN AUTO SUPPLY CO., 1422 Grand Avenue, K. C.

Satisfaction or Your Money Back

For Beauty and Permanence in Automobile Finish Depend on

MASURY'S

Superfine Coach Colors

Blade of the very best pigments, ground in Japan to the last degree of fineness, these colors will dry at once, flattening perfectly. Universally used where work of the highest quality is desired.

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Western-Lake Company

AUTOMOBILE TOPS AND SEAT COVERS

Designers and Manufacturers CALIFORNIA TOPS. FINELY TAILORED AUTOMOBILE

TRIMMING

Specialists In Plate Glass Side Curtains The Season Is Here

1621-23 MAIN STREET

TODAY'S WINNERS

GASOLINE—MOTOR OILS—DISTILLATE SOUTHERN OIL CORPORATION

407 Security Bldg. KANSAS CITY. MO.

if yours—SOUTHERN—yours good

BROWN AUTO WRECKING CO.

Gears. Axles, Bearings, and Motor Parts. FOR EVERY MAKE OF CAR Southeast Corner. 18th and Holmes Phone Harrison 4892

WESTERN BRAKE LINING COMPANY 1725 McGee Street Brake Linings and Clutch

Facings Phone Grand 0992 Kansas City* Mo. A* I. Coitard* Pres, and Gen. Mgr.

D. L. Conard, Secy, and Treas.

Butler Motor Company 26th and Grand

HART-LUSTIG Painting 17TH AND MAIN

An Aerial View of the Kansas City Speedway

The photograph was taken from an altitude of 6,500 feet and reveals clearly the details and magnitude of the mammoth new plant. The great mile and a quarter oval shaped track is shown in clear outline; also the two steel grandstands, and the network of roadways and parking spaces inside the track. The tracks of the Missouri Pacific Railroad extend along the right hand side of

the photograph. The little clump of trees seen at the right inside the track serve to hide from the spectators' view for just a brief second the speeding racers, and adds a touch that will lead to the often heard query— "Who's in the lead now?"

Dodge Brothers Motor Car

Not so speedy as a benzine wagon,

but

isteady and dependable.—.sure winners in the 365- days-a-year grind! Built for service.—.not speed.

No fence bustin', fire-snortin', tire-blowin' tactics about City Ice horses, They're not in such a hurry as Jimmy Murphy's speed-streak.

<The story of the "tortoise and the hare" is timeworn, but it's mighty applicable here. And when the finish flag is flapped you'll find old "Prince" and "George" under the wire.—.winners.

"Prince" and "George" are a part of the great service system of the City Ice Company of Kansas City. They deliver the goods! If benzine wagons would serve us better, we'd use more of 'em.

CITY ICE

Of the City Ice Company

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HART-LUSTIG Mt., rP.c" 17TH AND MAIN

THE SPEEDWAY MEDICAL STAFF

ON Race Day the Speedway is a city in itself.

With an attendance estimated at anywhere between 70,000 and 100,000 persons, many of whom have entered the gates shortly after daybreak, all of whom will remain until evening, the great Speedway Plant has been turned into a busy center of activity. It therefore, becomes necessary to provide this suddenly created city with those things that great numbers of people must have for their convenience, comfort and protection.

Dr. Allen L. Porter, for many years a leading member of the medical profession in Kansas City, will be Chief Surgeon for the Kansas City Speedway Association, and in his keeping is the health and safety of the many thousands attending today's race. The Speedway Association maintains a completely equipped hospital, located under Grandstand "A". Dr. Porter has on his staff: Drs. S. B. Hibbard, P. H. Owen, John Hallberg, Morris B. Simpson, Rex Williams, who are specialists in all of the branches of medicine and surgery.

A corps of nurses is on the ground to assist the hospital staff. The hospital staff is concerned not only with the welfare of the drivers and their mechanics in case of accident on the track, but have in their keeping the treatment of any emergency cases among the spectators. In case a spectator is taken ill or is the victim of an accident on any part of the grounds, ask the nearest police officer for aid in getting

to the Speedway Hospital. Every care will be given to anyone needing this service.

THE SPEEDWAY'S FIRE PROTECTION

EVERY part of the Speedway Plant is protected against fire. Chemical Extinguishers are placed at frequent intervals throughout the two Grandstands and around the track. Chemical apparatus from the Kansas City Fire Department is stationed back of each Grandstand and on the Infield facing the home stretch and back stretch.

In case a racing car should catch fire, the nearest chemical truck would drive into the safety zone and go to the scene of the fire. The same is true in case the fire occurred anywhere on the grounds.

The attention of the public is called to the fact that this is the first Speedway Plant in the world to erect steel Grandstands. While the floor and seats are of wood, all of the under structure is of steel, set on huge reinforced concrete footings. It is practically impossible for a fire to start in one of the Grandstands. Even if a fire did start, it could not spread because of the construction and fire extinguishers placed at convenient points, accessible for immediate extinguishment.

The Kansas City Speedway, therefore, because of its fire resistive construction and fire protection, is the safest great amusement enterprise in America.

A VALVE that cant LEAK! The use of the Holt Valve will maintain just right tire inflation and greatly increase the mileage wear of a tire. It materially cuts down tire renewal and operating expense. Oil, mud, sand, moisture, fuzz or any foreign matter cannot impair the efficiency of the Holt All Metal Valve. The mileage wear construction of a tire is insured and protected when equipped with a Holt Valve; their use will pay big dividends in extra mileage (2,000 to 4,000 miles) to all who adopt them. {

POSITIVE HAF nr ALL IF if \TT? MADE IN ACTION ftyL I METAL V Ah* YU TO LAST
The Holt All Metal Air Valve will permanently retain air inflation in pneumatic tire tubes at any desired pressure. When tires are inflated and the valve is closed the air cannot leak back past the valve seat. The Holt Valve has only two sturdy all-metal, air-control working parts. In the construction of the Holt Valve, unreliable trouble-making springs, rubber ah} seal packing rings, rubber seats and washers are dispensed with. Equip your tires with this wonderful valve. See it at your dealer's!

DEALERS: Write for our Special Sales Proposition.

All Metal Valve Co.

406 Kresge Building Detroit, Michigan

Kansas City Office i

706 Republic Building Telephone Harrison 7281

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B o d g e B r o t h e r s M o t o r . C a r

WESTERN AUTO SUPPLY CO., 1422 Grand Avenue, K. C.

20 to 50% Saving, Why Pay More?

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Manufacturers of High Grade Auto Tops Seat Covers

Tommy Milton has traveled faster in an automobile than any other man, Frank Elliott has just broken the worlds board track record, Barney Oldfield has long been recognized as the champion dirt track driver and Jimmy Murphy is the 1922 Speed King, but right here in Kansas City is the Champion California Top maker of America. His name is Sam Simon of the Simon- Flynn Co. 1728 Walnut St.

SAMUEL SIMON

At these Speedway Races you are interested in the speed of the cars but on the boulevards and streets you are interested in the looks of the cars. If your car needs a new top, side curtains, or in fact anything in our line bring it to Sam Simon at 1728 Walnut and watch it come out like new.

Manufacturers of California Tops Plate glass enclosures Side curtains

DuPont Fabrikoid is the material you see used as an improvement on Motor Car bodies over paint, it requires expert qualified workmen, we have them. Whatever your requirements as to motor car top and work may be, bring the car to us; we guarantee to please you.

Harrison 2342 SIMON-FLYNN CO. 1728 Walnut St.

The Seven Passenger Touring: \$3,400

The fine name of the Winton. treasured and guarded through twenty-four years of automotive history, gains new laurels with the remarkable refinements of the new Model Forty. The seven passenger touring car with its charming lines and luxurious Winton finish takes its place in the very front of America's fine cars.

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WINTON SIX

Model 40 Prices:

Touring Car \$3,400: Sport Phaeton \$3,600: Victoria \$4,000: Roadster \$3,400 : Sport Sedan \$4,450: Limousine \$4,450: Limousine Sedan \$4,700. Prices f. o. b. Cleveland.

WYSONG MOTORS

1832 McGee Street KANSAS CITY, MO.

! L. M. Williams j

| Wholesale and Retail Meats

| PRICE—QUALITY—SERVICE f

I For Hotels, Restaurants and Other Institutions j

Special Attention Given to Each Order

j 20 KANSAS AVENUE f

I Call Harrison 6171, 6172, 6528 j

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C. T. Byerley L. C. Knudsen Marie H. Byerley

Pres, and Mgr. Vice President Sec'y and Treas.

PHONE HARRISON 4768

BYERLEY TIRE AND RUBBER CO,

“THE HOUSE OF SNAPPY SERVICE”

REPAIRING—RETREADING MOHAWK QUALITY TIRES

1908 Grand Avenue

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Sutler Motor Company 26th and grand
HART-LUSTIG Seat Covers 17TH AND MAIN
WHEN IN
KANSAS CITY

make the Westgate Hotel your headquarters. We do not neglect any detail of service that will make our guests feel more at home. Here are some advantages we offer—at a very reasonable price—

Absolutely fireproof building.

All outside rooms.

Circulating ice water in every room.

Private bath in every room.

Morning Newspapers in every room.

Convenient to everything downtown.

Satisfying comfort without fuss or ceremony,

RATES

SAM JOSEPHSON, Manager

ROOM WITH BATH \$1.50 AND UP!

THE WESTGATE

‘AT THE JUNCTION’

CORNER—MAIN, DELAWARE AND NINTH

KANSAS CITY, MO.

KANSAS CITY’S NEW HALF-MILLION DOLLAR SPEEDWAY

The Building of Huge Plant Has Been Accomplished in a Little Over Two Months—Many Factors Enter Into its Development.

KANSAS CITY’S new Half-Million Dollar Speedway, on which is staged today the opening 300- mile Speed Classic, has been the scene of feverish activity for weeks past, during which time those engaged in the development of this magnificent plant have worked unceasingly to have it ready for the Grand Opening.

As those of Kansas City’s Motorists have driven into the grounds day after day, the expression frequently has been heard, “They can never finish it in time.”

It has seemed an impossible task to the lay mind, but the engineers who designed the great track, grandstands and many other units, are used to having seemingly impossible tasks, and so, day after day grandstands for seating more persons than Convention Hall, have risen from the ground and 1000 miles of lumber have been unloaded from cars and formed into the wonderful track on which today’s race is run.

The building of a Speedway plant is more than just the erection of grandstands and a track. It is true these are the fundamental units, but with them in order to make the plant as a whole, operative, thousands of dollars have been expended in score boards, telephone equipment, fencing, grading, drainage, sanitation, road work, signs, etc.

Kansas City’s New Speedway is really the finest plant of its kind in the world. It is the first Speedway plant with steel grandstands, insuring safety against fire or collapse for its patrons.

The track is the most up-to-date and is declared by its builders to be the fastest board speedway ever built. The speed of the board track is determined by the amount of pitch at the turns, and the graduation of the elevation leading into the turns. There are more than 450 different degrees of pitch or elevation into the turns. The pitch of the track determines the speed of the course, in that when the driver approaches the turn he must either slow down or may go into it with his throttle wide open, depending on the extent to which the track is banked.

The Kansas City Speedway represents more than 1000 tons of steel, approximately five million feet of lumber, hundreds of tons of nails, thousands of tons of rock, sand and cement. The lumber, if stretched end to end, would reach from Kansas City to the Pacific Coast. The nails if laid end to end would reach far beyond Indianapolis, which is the nearest Speedway on the East. Entrance to the Infield is gained through three tunnels. The largest of these is tunnel "A" which is near the Holmes Street entrance, and provides passageway for three lines of automobiles, with separate compartment for pedestrians. Tunnel "B" on

(Continued on next Page)

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Guaranteed for the life of the car.

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Injury from freezing impossible.

This core used exclusively by the United States Government on airplanes; also by the Rolls
Royce, Dusenberg and various car mfgs., as standard equipment.

Seventy-five per cent of all racing cars equipped with cartridge cores.

(Continued from preceding Page)

the east side of the track may be used either as a pedestrian-tunnel or a passageway for a single
line of automobiles. The third tunnel, with two passageways, goes under the bridge that carries
the track over a draw at the north side.

The ordinary time required to build a Speedway plant is about four months. That the Kansas City
plant has been built in less than three months, is due to the spirit of loyalty and personal interest
shown by those who have had a part in its building. The Board of Directors of the Kansas City
Speedway Association, desire to express their appreciation of the splendid service rendered by
those whose names appear below:

Spitcaufsky Bros. Paving and Grading Company

When the Kansas City Speedway Association employed Spitcaufsky Bros, to take charge of the
grading and excavating for the Speedway, it employed probably the largest and most responsible
concern of its kind in the Middle West. As the result, an almost impossible task has been
performed on time. Messrs. John and Hyman Spitcaufsky have given their personal supervision
to the work from start to finish. When they began their task the Speedway site was largely an
undrained tract of ground. The first month of their activity forced them into mud and made the
task seem hopeless. There was no time for delay, however, and they kept at it ditching, draining
and drying the ground before they could work it. The importance of grading and drainage may be
easily seen when the thousands of cars, parked on the Speedway grounds today are viewed.

Without perfect drainage these cars would be stalled in case of rain. In order to carry off the
water in case of a sudden rain, and make it possible for the spectators to leave the plant without
trouble, practically every foot of the 192 acres has been turnpiked into a series of roads, one
joining the other. The ditches between roads have been so sloped as to carry off the rain.

The Badger Lumber Company has fought the railroad strike from start to finish in getting to the
Speedway plant the millions of feet of lumber ordered from Southern mills. Time and again cars
have been lost in the freight yards and it has been necessary to send tracers, but from the time the
lumber contract was let to the time the last load was delivered, remarkable service has been
given.

The Kansas City Structural Steel Company is entitled to its share of praise for the designing,
fabrication, delivery and erection of the steel for the Grandstands.

* The Whiteline Transfer Company is another of the loyal associates of the Speedway Association in its construction program. Of this company W. M. Clayton is the head, and because of freight rates it was found necessary to truck the majority of crushed rock, sand and cement into the plant and the great fleet of Whiteline trucks has kept the army of workmen busy in spite of rain and mud.

Sand has been furnished by the Muncie Sand Co., and Cement by the Bulger-Wolf Cement Co. Dodge Brothers Motor. Car.

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FRANK WAGNER STARTER IN ACTION
HOW THE BIG RACE IS RUN

BEFORE Starter Fred Wagner waves his red flag as a “go” signal to the drivers after they have been paced around the track into a flying start, countless details will have been overcome by the management of the Kansas City Speedway in order that the start can be made possible—details that would never occur to the spectators.

For more than six months, there has been an army of workmen on the speedway site, never stopping for a moment in their efforts to have finished on this day what is accepted as the finest speedway plant in the world. At the same time the business office of the Speedway Association at 921 Walnut street has been a beehive of activity. There the directing hands of the gigantic undertaking have sent out the orders that make it all a reality.

From the day the entries for the great classic were opened, more than two months ago, until the advance ticket sale opened, all energies have been directed to the first 300-mile international speed classic ever run on an American speedway, which is held under the supervision of the American Automobile Association, the governing body of the motor car racing world.

Two weeks ago the drivers began arriving at the track. Then started the ceaseless preparation for the race. Their cars were unloaded and tuned up for the tremendous test to which they are put on race day. The tuning up processes reveal certain faults; the cars are torn down and rebuilt, the error corrected; day after day the process goes on. It is said that a racing car is never ready—never completely satisfactory to the exacting driver.

Then come the qualifying trials. The fastest

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HART-LUSTIG Winter Enclosures 17TH AND MAIN

eighteen cars are entered. If there are less than eighteen, a minimum speed of one hundred miles an hour for four laps is necessary to qualify. Following this qualification the drivers themselves

must pass a rigid physical examination and in other ways give evidence of their ability to drive 300 miles at the terrific speeds the race will develop.

The cars are then thoroughly inspected to see that they do not exceed the piston displacement of 183 inches, and to establish absolute proof that vital parts, such as the front axle, including all steering connections, have been replaced at least two days before the contest. The final inspection is the brake test and sampling of the gasoline. These measures, and many others, are designed as means of eliminating all possibility of accident.

The arrangements for the safety of spectators are most complete. With such vast throngs as will attend the Kansas City race, such measures must be carefully worked out and the plans executed by trained and skillful leaders. It is necessary to employ hundred of guards. Traffic lanes must be kept open; parking spaces must be carefully watched to prevent congestion; crowds must be kept moving to their seats; information must be supplied to thousands every hour of the race. The guards are under the direction of a trained officer who has two hundred competent aides. Their fingers are on every artery of the great crowd from early morning, when the first arrivals begin filtering in, until an hour after the race has finished when the last of the thousands are departing. In addition, scores of plain clothes officers must be on hand to guard the spectators against sneak thieves and pickpockets, who are always drawn by crowds.

A complete hospital with a staff of physicians and trained nurses is maintained at the speedway, where facilities for every case are provided. In this opening event, the speedway staff has been augmented by several physicians and surgeons, members of Kansas City American Legion posts, who volunteered their services for the day.

The operation of the great speedway plant on race day is a highly intricate undertaking. Back of the whole scene, and out of view of the spectators is the speedway manager, his finger on every pulse beat. He has not only the great race, involving more than \$30,000 in prize money, to think of, but the comfort and safety of the huge throng which has traveled out to see the contest. For six months his every waking moment has been given over to this day, and it is not merely good fortune that the race starts on scheduled time and that everything runs a smooth course, but more the result of careful planning and clear vision.

Watch the starter for signals. The red flag is the start and means a clear course. Yellow is a warning to slow down; white, stop for consultation; blue, accident on the track; green, starting last lap and then—the greatest flag of all—the checkered flag, spelling victory.

WILLIAM HERSCHELL

THE FEEL OF THE WHEEL

By William Herschell

There's a feel to the bit of a thoroughbred
In that last long leap to win by a head;
There's a feel to the wind as the airman flies
Through seas of cloud to the open skies,

But never a feel has there been thus far
Like the feel of the wheel of a racing car!

It's there that the man in a man finds test,
For the heart must steel in the human breast.
The feel of the wheel—as the motor pounds
The miles behind it in dizzying rounds—

Puts man in a man, for it takes an ace
In the gripping grind of Speed's hard pace.

He hears the cheers of the crowded stands,

He hears the blare of the countless bands,

But it all dies out as the starter's gun
Hurls men in a race to be run and won!

He grips his wheel and he hears it say:

“Hold steady, old boy, and we'll win today!”
Lap! Lap! Lap! There is fire in the wheel,

Fire in the tires and fire in the steel!

A tumult of voices floods his ear—
The boys in his own^pit start to cheer;
Then comes the FEEL—none others there are, Like the feel of the wheel of a Victor's Car!
—Courtesy Indianapolis Motor Speedway Co.

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JIMMY MURPHY

of 1922, he was regarded as the almost certain A.A.A. points winner for the year. His victory at Indianapolis on Decoration Day was defined as one of the greatest races ever driven. His time, slightly above 94 miles per hour, set a new record for the big track there. Jimmy at heart is only a boy. He loves to drive a racing automobile. Probably his start was made when as a youth he rode motorcycles until one day after exceeding the speed limit, the judge, who incidentally was his uncle, fined Jimmy \$10 and costs and thereby took all of Jimmy's spending money for a month. But little matter. It is said that Jimmy has made more than \$50,000 this year winning so many races. He finished first at Union- town and again at Tacoma. JIMMY MURPHY, the smiling Los Angeles youth, has had one of the most meteoric rises to fame on the records of automobile racing. It was but just a short time ago that he was riding beside Tommy Milton as the latter's mechanic, and to Jimmy's credit it may be said that he was as an efficient mechanic as he is a successful p'lot. When he decided to change to the driver's seat, he did not require any great length of time to start chalking up his victories. It wasn't long before little Jimmy startled the world with his memorable exploit in winning the rich Grand Prix at Le Mans last year in which race he defeated not only the greatest drivers of Europe but the fearless Ralph De Palma also.

Jimmy drove the gruelling 325 miles of the Grand Prix over roads that would have stopped any but the most experienced pilot and at an average speed of 80 miles per hour. From that time on, nothing seemed to stop him. He was "in the money" almost every time he entered a race and at the start

TOMMY MILTON

IF Tommy Milton, 1921 champion, by virtue of being the A.A.A. points winner, could pin a medal on his breast for every victory he has chalked up since entering the race game, he would shame the most heroic figure ever produced, even by the most blatant "opera buffet." Tommy has more titles than than a champion stenographer could write in an hour. He has established records for distances of a mile up to—well one of his supporters once said— a million.

Tommy is a quiet, reserved young man, sa'd to possess a healthy strain of sarcasm. Has traveled faster in an automobile than any living person so far as the records of the A.A.A. show. He is regarded as a strong contender whenever he throws in the clutch.

When Tommy is not driving a racing car he can be found at his desk in his St Paul business—he is an executive of a flourishing creamery there. Mil- ton is recognized as one of the coolest and headiest drivers in the game.

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HARRY HARTZ

HARRY is one of the coming drivers of the country. He is another product of the Pacific Coast and although only a youngster he is feared by all other drivers when he “steps on the gas.”

Harry's performance at Indianapolis this year when he finished second to the flying Murphy was regarded as a marvel of driving. His Dusenburg led a field made up of such veterans as De Palma, Hearne, Goux and others, who were unable to overtake the smiling Los Angeles youth. Harry learned the fundamentals of the racing game under the master hand of Eddie Hearne and his instructions have served him splendidly. Among his victories this year was the win at San Carlos on Easter Sunday when he led a field of America's best across the winner's line. Harry was one of the first entries in the big Kansas City race and it is certain that he will be looked upon as one of those whom the winner will have trouble in defeating.

ROSCOE SARLES

OSCOE is one of the “clowns” of the racing game. He has more genuine fun out of the sport than almost any of the well known drivers. Sarles has

earned the sobriquet of “Battling Roscoe,” because of his ability with the gloves. Roscoe is an amateur boxer of considerable ability, and, in addition, is credited with a wicked game of golf, swims splendidly, is champion of the Race Drivers Hand Ball league, bowls, and is one of the most successful nim- rods in the country. Roscoe shoots like the old frontiersmen and can earn his living any time as an expert marksman.

Roscoe is a native of Indiana and long before he entered the list of the world's great drivers was a steady attendant at the Indianapolis speedway. He has had more spectacular spills than any of the active drivers, yet despite his many mishaps has always escaped without serious injury.

Whenever Sarles starts he can be depended upon to give the winner a hard tussle for victory.

Roscoe had "hard luck" at Indianapolis this year as his big Frontenac was finally withdrawn because of motor troubles.

JOE THOMAS

JOE is one of the favorite drivers of the country.

He has had the misfortune this year of having to withdraw from several big races because of sickness that came on during the course of the race. At Fresno and at Indianapolis Joe suffered this fate. Swarthy of complexion, with dark, piercing eyes, Thomas is always noticeable around the speedway. Joe delights in posing among strangers as a foreign driver and in the parlance is very successful in "getting away with it." He was born in Seattle but under the tutelage of Rene Thomas, the great French pilot, Joe acquired a familiarity with the French language that aided him materially in carrying out his deceptions among "the gang".

Joe is one of the veterans of speedway racing, and it is said there is no pilot who is more in love with the thrill of the game than Thomas. Moreover he is one of the greatest natural drivers who ever sat behind a steering wheel.

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Buy the famous Inland Piston Rings from your garage man and learn what smooth motor performance really means.

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Inland Spiral Cut. Uncoils like a spring, with equal tension fits against all points of the cylinder wall. Strongly built—no gaps or weak places—equal width and thickness all around. Wears in quickly and accurately and forms a snug mechanical fit. Price, each.....\$1.00 and up.

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(Continued on next page)

Dodge Brothers Motor. Car

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The Badger Lumber Company is proud to have played its part in the building of Kansas City's Mammoth Speedway.

The Speedway contract was a race against time. Not much could be done until the lumber was delivered. So we were asked to furnish 175 carloads of Southern Yellow Pine Lumber and to do it quickly! — We did.

Every man in our organization was on his toes to see that the Speedway contract went through as ordered, but there was nothing unusual about that. Every job, large or small, gets the same "Old Reliable" service.

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For some weeks past the Company and the products that they sell have been given a thorough investigation, with the result that they have proven to all unbiased users of Batteries that they are selling the best battery on the market today. They are giving a thirty months' guarantee with it. The Company is handling a product called Juce, which, when properly placed in any make of battery will end battery troubles.

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PETER DE PAOLO

PETE is one of the youngest and most popular drivers in the country. His success is due in a large measure to the teachings of his famous uncle, Ralph De Palma. For a long time Pete was Ralph's mechanic and rode by the side of the great driver in many races. Later when Pete took over a mount himself considerable good natured rivalry developed between the two kinsmen. In several of the large races it has been a battle royal between Pete and Ralph.

It seems to be predestined that De Paolo will attain great fame on the speedways of the country. In addition to his celebrated uncle, Pete's brother is a mechanic—and he probably will be driving a racer of his own soon.

Pete started the Indianapolis classic this year behind a big Frontenac and for a while gave evidence of being one of the first to finish. His car, however, went out of the grind with motor trouble. Pete is driving one of the "Junior Specials" in the Kansas City race, one of the only two Kansas City entries. It will be interesting to follow his progress because he is sure to make it difficult for some of the other drivers.

Compliments of
JOHN J. GRIER

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Personal attention given your illustrating problems

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Nash Leads the World in Motor Car Values

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Six Sport Mode

THE secret of Nash success and the reason for the vigorously growing volume of Nash sales goes straight back to the sound and substantial value of the car itself.

You will see it on display at our salesrooms in different models, both fours and sixes.

So wide is the selection and the range in price that there is ample choice of a model to suit any requirements.

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Models Now

Prices range from \$915 to \$2190 f. o. b. factory

Nash Motor Sales Company

Kansas City, Mo.

THE start of the 300-mile speed classic. The great speed demons with their powerful motors roaring, like huge dogs at the leash, are lined up as shown in the illustration. Each driver has been given minute instructions by the starter as to how the race shall be driven. At a given signal the starter leads them off, one around the mile and a quarter bowl and then as they pass the starting line at a speed not less than 90 miles an hour they are waved to their start by Fred Wagner.

The red flag is the starter and means the course is clear. Watch for the signals as the cars flash around the bowl. Yellow is a warning for drivers to slow down; white, stop for consultation; blue, accident on the course; green, starting the last lap. And then comes the checkered flag of victory—the one dearest to the heart of every race driver.

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WESTERN AUTO SUPPLY CO., 1422 Grand Avenue, K. C.

Auto Supply Headquarters—Stores All Over the West

PROGRAM OF SPEEDWAY DEDICATION BY THE AMERICAN LEGION

10 a. m.—Parade of automobile dealers from Convention Hall to Speedway. Route: South on Central Street to Southwest Boulevard, east to McGee Street, north to Eighth, west to Grand Avenue, south to Eleventh Street, west to Main Street, south to Fourteenth, east to Grand, south to Armour Boulevard, east to Troost Avenue, south to Speedway and around track.

1 p. m.—Entry of Legion and Speedway officials with distinguished guests in motor cars, led by band and followed by display of dealers' models.

1:15 p. m.—Band and leading cars turn into infield in front of Grandstand "A". Dealers' cars continue on.

1:20 p. m.—Flag raising speech by Hanford MacNider, national commander of the American Legion, with simultaneous explosion of four American bombs as flag is raised to the playing of the Star Spangled Banner by the band, accompanied by community singing.

1:40 p. m.—Five minute address by Gov. Arthur M. Hyde of Missouri.

1:45 p. m.—Five minute address by Gov. Llenry J. Allen of Kansas.

1:50 p. m.—Five minute address by Mayor Frank Cromwell for the Kansas City Speedway Association.

1:55 p.m.—Rickenbacker pilot car starts around track with Commander MacNider and Mayor Cromwell.

2 p.m.—International Speed Classic starts.

PACKARD

Another Record Falls

More than ten million dollars' worth of New Single- Six Packards were sold the first month they were shown.

Why?

Ask the Man Who Owns One—

Or, even better, telephone us for demonstration.

The distinctive appearance and super running qualities

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For the man who wants "Everything a Car Can Be ' ' the Packard Twin-Six is, of course, the ONE choice.

Ask for a demonstration of any of the new models.

Merely phone Harrison 3074,—no obligation.

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Kansas City, Missouri

WESTERN AUTO SUPPLY CO., 1422 Grand Avenue, K. C.

Kansas City's Big Exclusive Auto Accessory Store

A Section of the Board Track Showing the High Banked Turns.

SPEEDWAY FEATURES

THE TRACK

THE track of the new Kansas City speedway is built to permit the greatest speed ever attained on a circular course anywhere in the world. The speed is a matter largely I regulated by the construction of the turns. \ When they are banked sufficiently high /, drivers can negotiate them without diminish- i ,, ing speed. Accordingly the time of the race is determined, in this manner, by the speed permitted when rounding the turns.

%

| An angle of forty-two degrees has been allowed on the turns of the Kansas City i * track. This is the highest ever built and If will sustain the full speed of any racing car 4 yet developed without shutting off the power in any way.

l};,,

ff The track itself is constructed of boards f 2"x3" set on edge. Such an arrangement not only gives the maximum of strength but Vf affords a certain purchase, or gripping sur- face, by which the tires adhere to the track, f which minimizes the possibilities of skidding, If, especially on the turns. It has been freely Iff predicted by racing authorities that a speed ff of 120 miles an hour will be established Mb during the first race here.

jii

A Section of the Steel Grandstands.

THE GRANDSTANDS

THE Kansas City Speedway is the only one in the world possessing steel grandstands. They were erected at a great cost, but this expense was justified by the knowledge that it provided the greatest insurance possible for the safety of the thousands of spectators who will flock to the races held here every year.

In addition to the feature of safety, the height of the grandstands affords spectators with a remarkable view of the entire speedway plant. At the highest point in the grandstands one is eighty feet above the track level and is thus given a wonderful panorama of the entire track, infield and pits. On no other speedway is this feature equaled.

Each stand seats approximately 15,000 persons. The construction was carried on with the end in view of affording the greatest possible comfort to spectators. It was for that reason that the long, wide passageways were built throughout the grandstand, and the promenade aisle at the foot of the reserved seat section in grandstand "A." Spectators will not be discomforted by the constant crowding and passing of others going to and leaving their seats. These are just little details of the grandstand construction, but small as they may be they have been designed as a means of contributing to the comfort and enjoyment of everyone who comes to see the races.

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HART-LUSTIG Mt,rPSCar 17TH AND MAIN

COATES HOUSE

10th and Broadway Rates \$1.00 and Up Sam B. Campbell, Mgr.

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Complete Equipment and Accessories

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Grand Ave. at 23rd St.

S u t l e r M o t o r C o m p a n y 26th and grand

HART-LUSTIG Painting I7TH AND MAIN

FRANK ELLIOTT

ELLIOTT'S progress in the Kansas City race will be watched with more than passing interest when it becomes known that he is a native of Lathrop, Mo., just a few miles from Kansas City. He has a host of friends in this part of the state and long before he achieved fame as a racing pilot he had established a well earned reputation as a football and basket ball player. Frank recently broke the 50 miles speedway record with his “Leach Special” on the speedway at Cotati, and barring mechanical trouble will surely be one of the strong contenders for first place in the race here.

One would scarcely know Frank around a track; he is quiet and unassuming giving himself over entirely to the business in front of him, viz; that of having his car in condition to stand the gruelling test of a long speedway race. Elliott not long ago went through the thrilling experience of having his motor drop out of his car while traveling at a furious speed. The motor rolled down the incline to the apron of the track, while the body of the machine, Elliott and his mechanic clung tenaciously to the guard rail.

Frank arrived with his car early—several weeks before the big race here—and spent several days visiting at Lathrop.

READING THE SCOREBOARD How to tell the position of the cars and distances they have traveled at any time during the race.

TWO great scoreboards, one facing each of the grandstands, show the position of each car at all times during the race.

Every car, you will notice, is numbered. Corresponding numbers appear on the scoreboard.

Directly below these numbers the lap numbers are placed each time the cars cross the line.

Elsewhere in this program is listed the number of each car and driver as well as pictures and history of the drivers.

Select your favorites and make the race more interesting by watching their progress as they put mile after mile behind them at a rate of speed far in excess of 100 miles per hour.

On the great scoreboards back of the numbers are young men, each assigned to handle one particular car. The duty of each of these young men is to watch the car assigned to him and each time it crosses the line add one more number to the total laps.

The scoreboard facing Grandstand “A” is connected by telephone with the timing-stand where the director of timing and scoring and chief scorer are watching each car number and the laps

credited to it. In case one of the scorers should make a mistake it is corrected at once by telephone.

The scoreboard facing Grandstand "B" is connected with Grandstand "A" scoreboard by a system of telephones. Each scorer at the scoreboard being connected directly with the man scoring the same car on Grandstand "A" scoreboard so that the corrections are made instantly on both boards in case of mistake.

During every minute of the race both score-boards are constantly checked by the director of timing and scoring and chief scorer so that no mistakes will remain on either of the boards more than a few seconds.

Thus when the winner crosses the line receiving the checkered flag, the spectator can tell immediately how many laps other drivers have to go to get in the money or finish.

In addition to the scoreboards, the time and distances traveled are announced frequently during the race by announcers in front of both grandstands.

In front of Grandstand "A" is the Press-stand in which are representatives of Kansas City papers and correspondents of other papers from many cities. Telephones and telegraph send the news of the race to the press throughout the world and before the race is ended millions of readers have before them accounts of the running of the race and names of the leaders at different points before the finish. As a result of the most complete press bureau service at the Speedway the name of the winner is flashed to newspapers throughout the United States directly from the Speedway Press-stand the instant he crosses the line. The official score of the race is kept by hand, the time of the cars by electrical timing device. The official position of the first five cars is shown on the scoreboard, at the extreme right, by special numbers.

To make the race more interesting by eliminating the necessity of frequent reference to the program it is suggested that the spectator memorize the car numbers and drivers so that when the race starts he recognizes that a certain number means Murphy, Milton, Elliott or some other favorite. By memorizing the names of drivers with car numbers the spectator can give his entire attention to the excitement of the race.

D o d g e B r o t h e r s M o t o r C a r
HART-LUSTIG Seat Covers 17TH AND MAIN
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"Home of the Hot Biscuit."

A Cafe of Peculiar Excellence The Place for You and Your Friends to Dine at Popular Prices
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STRICTLY HAND MADE

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OVERSIZE

Get Our Ex- elusive Dealer Proposition

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None Better Why Pay More.

THE JORDON TIRE SALES CO.

Factory Branch COCA-COLA BUILDING Kansas City, Mo.

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EDW. O. FAETH, President

1322-30 West 13th St. Kansas City, Mo.

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JOBBER'S OF

AUTOMOTIVE ACCESSORIES TOOLS AND HARDWARE

Catalog "B" will be furnished free to dealers on request.

Butler Motor Company 26th and Grand

HART-LUSTIG Winter Enclosures 17TH AND MAIN

BUILDING THE KANSAS CITY SPEEDWAY

CONSTRUCTION of a great, modern speedway plant is a highly specialized undertaking. It is a task demanding the most skillful engineering, the most experienced building knowledge and at the same time a thorough understanding of the likes and dislikes of the race drivers who will hurtle their mounts over the track. For after all, if the board track is not to the liking of the pilots, a speedway plant cannot function. The drivers will refuse to race on it, if they are not completely satisfied that it offers them full opportunity of obtaining the maximum speed of their cars without taking unnecessary chances with their lives. —

With that in view the officers and directors of the Kansas City Speedway cast about for the most experienced and skillful speedway builders in the world. Their choice was unanimous. John S. "Jack" Prince, for many years champion bicycle rider of the world and designer and builder of the world's finest board speedways, was selected for the task. Prince is known throughout the length and breadth of the automobile racing world. He built the first board speedway track in the United States, a simple little affair for bicycles. Later he developed those tracks into bowls on which the famous six days bicycle races were held. The evolution of board speedways was again developed by Prince for motor cycle racing.

Then came the automobile speedway. Prince built the first one at Los Angeles and the motor world was shocked with surprise when a racing car negotiated a considerable distance at a speed of more than 100 miles per hour—an undreamed of feat on a circular track.

Prince has built the great speedways, not only at Los Angeles, but San Carlos and Cotati. In every one he has embodied the long experience and knowledge gained through years of speedway building. Kansas City stands as his latest triumph and in this track Prince has combined the countless lessons and knowledge gained through the construction of the others.

Working with Prince has been A. C. Pillsbury, of Los Angeles, recognized as the foremost speedway engineer in the world. Upon Pillsbury's shoulders fell the responsibility of erecting the mammoth grandstands, of building miles of roadways, constructing the tunnels through which traffic, both foot and vehicular, flows to the speedway infield under the racing track itself.

Pillsbury was charged with the delivery of the completed plant in time for this great race. It was a tremendous assignment and one that had to be rushed from the day it was given him. Less than four months were required by Pillsbury and Prince in the entire construction of the great Kansas City Speedway.

The amount of materials used in building the plant are staggering to the imagination.. As an example, more than 4,000,000 feet of southern pine alone was necessary. The timbers used, if laid end to end, would stretch out over the nation for more

than 1,000 miles. To deliver it from the southern mills where it was sawed for the speedway required 175 freight cars.

Night and day since June 1, the speedway has been the scene of intense activity. More than 500 men were employed at one time on the work. It is difficult to realize that less than six months ago the site of the huge plant was a great farm divided into fields of corn, pastures for cattle and horses, undisturbed by any sound save those of nature.

NO end of comment has been aroused among the thousands of persons who live in Kansas City and those who are familiar with the topography of the city and its surroundings over the site of the great speedway. Kansas City has a reputation throughout the nation for its hills, and the idea of locating a tract of ground sufficiently large for a one and one-quarter mile speedway track, without overcoming tremendous obstacles in the way of hilly country was remote. But the speedway site offered the exception—probably the sole exception. It was comparatively unknown to a large majority of people in this vicinity as being removed from the highway the site had escaped attention. However, when the officials of the Kansas City Speedway Association announced that the main tract—that on which the racing bowl and grandstand were to be constructed —comprising 160 acres was so level that a difference of but four feet in grade from one end to the other existed was almost beyond belief.

The speedway has been pronounced by many as one of the most ideal in America. The great tract constitutes almost a virtual amphitheatre. Surrounded by hills on the north and an eminence on the south and west, the main tract of 160 acres seems to have been designed by nature for the purpose to which it has been set by the Speedway Association. It is in the heart of one of the most beautiful sections of Jackson County, just 10 miles South of Kansas City and but a short distance removed from the southern limits of the city.

THE JUNIOR SPECIALS

THE “Junior Specials”, the only Kansas City cars entered for the big race, have an interesting history. They were built last year by a wealthy young oil man of Kansas City especially for the Indianapolis race. The pair was constructed right here in Kansas City, virtually every part, except the tires, being made in one of the most wonderful work shops ever designed for motor car building. A quartette of the most expert motor car builders were imported for the task and when the cars were completed their cost approximated \$50,000.

Upon arrival at the Indianapolis track they were pronounced the most beautiful racing cars ever seen there. One of them went over the rail during the race and the other after giving splendid account of itself went out with motor trouble. They were purchased this year by George S. Wade, of Kansas City, and rebuilt especially for the Kansas City race. Watch the “Junior Specials”.

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Appreciation

The Speedway Program Company takes this opportunity of publicly expressing its appreciation for the whole-hearted support accorded the publication by the advertisers whose names and products are printed herein.

The publishers of this program determined at the outset to accept advertisements only from such firms and individuals whose products are known to be of the highest quality and established reputation.

It is the policy of the Speedway Program Company to present a publication that will be thoroughly in keeping with the high standard set by the management of the Kansas City Speedway. The program is a highly important part of the great race. It will be read by thousands of Speedway patrons and preserved as a souvenir of the occasion.

It is the hope of the publishers that those who read this program and those who advertise in its pages will derive a mutual benefit thereby.

Butler Motor Company 26th and Grand
HART-LUSTIG Body Repairing 17TH AND MAIN

“On Thursday, March 9, 1922, I drove a strictly stock Haynes 75 Speedster over the Indianapolis Motor Speedway course, at Indianapolis Ind'ana. I attained speeds ranging from seventy-four (74) to eighty (80) miles an hour. The speeds were clocked officially by the Indianapolis Motor Speedway electric timing apparatus. In my opinion the Haynes-built 75 six cylinder engine is a remarkable stock motor. It has the necessary speed, stamina and get-away to meet the requirements of the most exacting motorist, and AT TOPMOST SPEED IT SHOWED A DECIDED LACK OF MOTOR VIBRATION. IT is the sturdiest and fastest stock sport car I have ever driven to date.”

(Signed)

“HOWDY” WILCOX.

At its topmost speed of more than eighty miles an hour, the strictly stock Haynes 75 Speedster demonstrated its lack of motor vibration. Picture shows “Ho'wdy” Wilcox making a sharp curve on the Indianapolis Motor Speedway.

at Topmost Speed it Showed
a Decided Lack of Motor Vibration.

*9

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ESTABLISHED 6 WORLD'S RECORDS

On January 9th and 10th, 1922. Kant-Skore Pistons in an Apperson 8, established six official A. A. A. World's Records on the Beverly Speedway, Los Angeles, California.

PROOF OF ENDURANCE

In the endurance tests, speed trials and workouts, this car has travelled approximately 10,000 miles of speeds of 80 miles an hour or better. The wear resisting qualities and endurance of Kant-Skore pistons shown under these conditions are an indication of the service Kant-Skore Pistons are daily giving car owners throughout the country.

And “the necessary speed, stamina and get-away to meet the other requirements of the most exacting motorist”.

The above signed statement by “Howdy” Wilcox, world renowned race driver, after a test run with a stock Haynes 75 Speedster (Haynes 75 Speedsters are factory equipped with Kant-Skore Pistons) is convincing evidence of Kant-Skore Piston Performance.

The Slogan: “Kant-Skore Pistons Weigh Lightest—Fit Tightest” tells the whole story in a nutshell.

Kant-Skore Pistons Weigh Lightest—and lightness is not gained by Sacrificing strength; Kant-Skore Pistons are amply proportioned. Kant-Skore metal is about one-third the weight of cast

iron. The advantages are: vibration is minimized; a smooth, silent flow of power, and longer engine life due to removal of excessive piston weight hammering on the bearings and loosening bolts.

Kant-Skore Pistons Fit Tightest—installed at the closest known clearance; the patented Spiral Slot maintains this clearance constantly at all speeds. The advantage of this is apparent, for piston slaps, oil pumping, plug fouling, etc., are caused by loose fitting pistons.

Install Kant-Skore Pistons in your car. Get a new car without the usual trade-in loss. Get more Power, more Pep; increased mileage per gallon of gas; reduced oil consumption; instant responsiveness to the throttle and power to take the hills. Your repair man can install them for you.

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The Speedway Directors in placing the contract July 1st expressed their confidence in our ability to complete the installation within a limited time. We are proud to acknowledge that the work was completed without delay.

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S u t l e r M o t o r C o m p a n y 26th and grand

HART-LUSTIG Storm Curtains 17TH AND MAIN

SAVIORS

All the brave men aren't in the Army.

Out there on that track somewhere around a half hundred men, for six delirious hours, will look DEATH in the eyes, poke him in the ribs, slap him on the back—kid with him.

Did you ever ride ninety miles an hour in an open race car no bigger than a bath tub, with the sun frying your brain, wind crushing you against the back of the seat, ears splitting with the crash of cylinders—the track and the world and your past pulling under you like a glimmer of the stretch ahead —always AHEAD—rising up to slam you in the face ?

It's HELL, but a kind of happy hell that hairy men come back to year after year—just like they re-enlist in the Marines.

Why do they do it?

Confidentially, I'll tell you.

One of the boys out there, for example, has a new cotter pin he's experimenting with—he wants to know if it will HOLD. Here's how he tells. When the race is over, if he's ALIVE—it's a good cotter pin.

Another one has a new kind of steel in his steering knuckle that he's going to find out about the same way. “Dead”—no good. “Alive”—O. K. Get the idea?

What it takes to make automobiles SAFE, those men are out to DISCOVER.

Every man who steps into anybody's automobile OWES HIS LIFE TO AUTOMOBILE RACING.

Don't under-estimate these “race-nuts”—they are the GUINEA PIGS that take the deadly germ of ACCIDENT in their own blood and build up for us the ANTI-TOXINS that keep you and me and our families—ALIVE !

—Courtesy Indianapolis Motor Speedway Co.

THE AMERICAN LEGION AND THE SPEEDWAY

THE story of the American Legion's participation in the great 300 mile international speed classic on the new Kansas City Speedway is an interesting one. Early in May the idea of a formal dedication of the speedway by the American Legion of Missouri and Kansas was proposed to the officers and directors of the Kansas City Speedway Association, who were agreeable to the plan. It was the purpose to dedicate the great track with a ceremony participated in by national officers of the Legion and those prominent in local affairs. The stellar attraction would have been an internationally known driver who would have attempted to lower the world's record for 100 miles.

The plan was broadened however, to permit the American Legion to participate actively in the opening race. E. E. Peake, secretary and general manager of the Speedway Association, and his associates, realizing the efforts constantly put forth by the officers of the legion to obtain funds with which to provide for the hundreds of needy cases among the veterans of the war, finally decided that it would be thoroughly appropriate and timely to permit the American Legion of Missouri and Kansas to participate in some way in the opening race and thereby derive sufficient revenue to meet this ever present situation, at least for some time to come.

The plan met with a hearty response from all quarters and led to the formation of the American Legion race committee, composed of state officers, and representatives of the various legion posts of the two states of which there are some 800. The legionnaires of the states were enthusiastic over the prospect and no end of praise has been received by the officers of the Speedway Association for making it possible.

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AIR EXHIBITION

SIX airships in formation will leave the flying field at 1 p. m., arriving at Speedway at 1:05 p. m., and circle over the Speedway at altitude of 500 feet until 1:20 p. m. and return to flying field.

The exhibition is staged by the Air Terminal Association. The formation consists of the following ships: Petrel, Pilot—Archibald Johnston Lincoln Standard, Pilot—J. K. LaGrone Lincoln Standard, Pilot—H. G. Long Curtiss H, Pilot—Roe F. Montgomery Canuck, Pilot—B. Blevins JN4DI, Pilot—J. V. C. Gregory JN4DI, Pilot—A. Caldwell

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WHO'S AHEAD NOW?

SPECTATORS in Grandstand "A" and Grandstand "B" will notice a grove of trees near the north turn of the track.

When the Speedway Plant began to take form there was a question whether the small forest at this point should be entirely removed. After many conferences the management of the Speedway Association and engineers decided that a few of the trees should remain. There are two reasons for leaving this small grove:

First; the racing drivers are hidden for an instant and the spectators will wonder as they flash behind the trees whether the position of the cars will be changed as they come out.

Second; the roar of the exhaust is deadened for an instant, then again bursts forth as the cars pass out from behind the trees.

It is estimated that drivers will make a lap of the track in thirty-five to forty seconds. At this speed the few hundred feet obscured by the trees, will seem so short a space that it would be impossible for a change in position within that distance. However, when three or four racing cars, traveling at 115 to 125 miles per hour, and all within a few feet of each other, disappear behind the trees there is every likelihood that there will be a change in position.

So, the management of the Speedway believes the small grove that has been left standing will increase the tense interest in the race.

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THE SPEEDWAY BUILDERS

A. C. Pillsbury

John S. Prince.

THE name of Jack Prince is synonymous with the modern board speedway; for Jack is the man who originated the idea of automobiles racing on wooden tracks constructed in saucer like form and twelve years ago he built the first speedway. It was at Playa Del Rey, Calif., a short distance from Los Angeles. The track was a one mile affair and with high banked turns. When Jack said 100 miles per hour could be made on the speedway his statements were ridiculed, but one memorable day the motor world received the shock of its life when Barney Oldfield traveled slightly more than

100 miles in an hour's time on the track.

Since that time Jack has done nothing but build speedways. At Fresno, San Carlos, Cotati and Los Angeles the great speedways stand as a tribute to the Prince Construction Co. Associated with Prince is Fred M. Johnson, secretary and treasurer of the firm. Mr. Johnson has been right with Jack on the ground every minute during the erection of the Kansas City Speedway track. Jack's claim to fame is not limited, however, to his success in building speedways. Long years before automobile racing was dreamed of, Jack was a world's champion. For fifteen years he was the greatest bicycle rider in the world, and his record of a mile in 1:52 accomplished on one of the old style bicycles is acknowledged as a wonderful achievement. Jack has ridden bicycles and motor cycles in every country of the globe and it was in that way he started the construction of wooden racing tracks.

The evolution from the tiny little saucer for bicycles to the great plants for modern racing automobiles has covered a period of thirty years, and today the Kansas City plant stands as the finest and most modern that all of those years of experience and knowledge have developed. THERE is scarcely an automobile racing driver, mechanic, or in fact, any individual connected with the great sport who does not know "Art" Pillsbury. Wherever motor car racing abounds in the United States there Art's name is respected. Because Pillsbury is one of the men who are directly responsible for the development and success of speedway racing.

Pillsbury helped build the great Los Angeles plant. He is one of the large stockholders.

Speedways are his hobby, and he is never so pleased as when "on the job" wrestling with the countless problems that arise during the construction of a huge speedway plant.

In the erection of a plant the needs of the drivers is a great consideration. Their wants must be well known to the builders. Pillsbury knows the drivers and he knows what they like. It was natural therefore, that when the officers and directors of the Kansas City Speedway Association cast about for a man who could be entrusted with the task of providing the great steel grandstands, of building miles of roadway, of constructing tunnels under the track, tunnels that would provide ingress and egress into the inner field for thousands of persons within a short space of time, to do these things and scores of others—and all within less than three months, that they selected Pillsbury.

Art came from Los Angeles, went out to the site of the speedway plant, looked it over, called his aides into consultation and within a few hours told the speedway officials just what would have to be done to deliver a completed plant in time for the big race September 16.

It was a tremendous undertaking, and Pillsbury knew when he started that the task would demand untiring and ceaseless effort.

Railroad strikes, delayed material shipments, including weather, these and countless other problems have arisen during the days of the Speedway building. Pillsbury met each one of them with a grim determination and always triumphed.

"It can never be finished in time."

That expression was heard from thousands of lips, but Art has delivered. A. C. PILLSBURY

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HART-LUSTIG Body Repairing 17TH AND MAIN

\$8,000 INSTRUMENT RECORDS MOVEMENTS OF SPEED CREATIONS.

IN the excitement of watching the big automobile race, where lives and fortunes are at stake every second from the drop of the starter's flag until the last car finishes, the public often marvels at the fact that the officials are able to furnish absolutely accurate and frequent detail records of the time, distances, etc., of each car.

To the layman in the grandstand everything connected with a big race appears like one vast volcanic eruption, a cannonade of heavy artillery, with the spitting forth of fire and smoke, gasoline fumes and burning rubber, through which the demon cars burst past the line of vision (time after time until the flag falls at the crossing of the winner). Then, who knows "how fast?" Only the official starter, judges, timers and drivers themselves realize the importance of the little wire which a few of the spectators have noticed stretched across the track at the starting and finishing point.

As each car passes over this wire its performance is "officially" recorded by means of one of the most delicately constructed devices ever manufactured.

There are only two of these devices in America. One is owned by the veteran Starter Fred Wagner, whose fame is world wide. It is this race-timer built for and owned by Fred Wagner that is used in timing the 300-mile Speed Classic at Kansas City, and it is the official timing device of the American Automobile Association (A. A. A.). These timing devices cost over \$8,000 each.

The entire outfit of the Warner Electric Horograph as this timing apparatus is called, consists of a wire stretched across the track and fastened at one end to an electric break-maker. Next, a time-registering device run by motor and a battery; also, a Bliss Chronometer, which is probably one of the most expensive clocks ever made, this part of the outfit alone costing \$1,000.

The operation of the device is as follows: As a car passes over this wire, which is elevated about an inch above the track, it depresses it. This action makes a "break" in the electrical current and this break causes the timing device to operate.

This timing device may be compared to a typewriter, with the exception that, on a typewriter the key strikes against the paper and ribbon resting against the pad, while on this machine the operation is just reversed. A long strip of paper is run through the machine and passes under a marking ribbon. Raised above this is an arm or striking pad.

The car in passing over the wire, breaks the electric connection. This "break" causes the marking pad to strike the strip of paper resting over the raised numerals on the edges of the discs. Thus is imprinted on the paper the precise "time" as shown by the exact position which the discs may be at that instant. The machine then automatically shifts the paper along ready to receive the next impression, which will be caused by the next car passing over the wire.

As the first car makes the circuit of the track it automatically records the precise time that the lap is made in.

A relay fitted within the device prevents the back wheels of the car from registering, but this relay does not prevent the registration of two cars which might pass over the tape within 5-100 of a second of each other.

This whole race-timing device is so intricate and it is so delicate in its nature that the work of its construction was placed with C. H. Warner, an expert and authority on magnetic type instruments.

EDDIE HEARNE

EDDIE is one of the real dyed-in-the-wool veterans of the racing game. He was riding to fame years ago with such luminaries of the speed world as Oldfield, Chevrolet and others, who have long since stepped aside for the younger pilots. But not so with Eddie. So long as he can sit behind a steering wheel just so long will the popular Hearne continue to drive racing automobiles. He is the personification of youth, despite the handicap of a bald head and birthdays, the number of which is a closely guarded secret with him.

Eddie finished third this year at Indianapolis after driving one of the prettiest races ever seen on the Hoosier speedway. In a giant Ballot he doggedly fought off the dozens of ambitious pilots who suddenly rushed for the lead. Eddie can safely be counted on to drive a hard, consistent race and when the victor has been announced it will be seen that Hearne has been in the race, if Eddie himself has not finished first.

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HART-LUSTIG Replacement Fenders 17TH AND MAIN

JERRY WONDERLIOH

IF Jerry Wonderlich ever decides to abandon the speedways of the country, he can sustain his well-earned reputation on the golf links; for be it known Jerry swings a vicious mashie. Next to driving racing cars Jerry loves to play golf and is one of the best among the drivers at the game. Jerry is a clean cut chap of the college boy appearance, except a sternly set face, which bespeaks determination—and therein reveals one of Jerry’s outstanding characteristics. Jerry is always out to win and the other drivers know it. He Is typical of the automobile race course.

CLIFF DURANT

CLIFF Durant is regarded in many quarters as the backbone of speedway racing. The son of the multi-millionaire motor car manufacturer, and himself the head of the great Durant Corporation in California, Cliff has done more for speedway racing than probably any individual connected with the sport. That he loves the game is testified to in the fact that he is in every great race and drives merely for the sport if it.

Cliff had decided after the Tacoma race this year to withdraw and devote his racing efforts to managing a team composed of Murphy, Sarles and Hartz, but agreed to drive in the Kansas City race, because it was the inauguration of another great speedway, and he is always willing to help out in such cases.

LEON DURAY

ONE of the greatest drivers who ever came from France. That is Leon Duray and the statement is backed up by a string of victories that cover a long period of years. In the days when Speedway racing was in its swaddling clothes the name of Duray was acclaimed in all quarters.

Whenever Leon starts spectators can be assured of an exhibition of nervy, hard driving by a pilot who knows the game from every angle.

This year at Indianapolis Duray ran right on Jimmy Murphy’s heels for almost 200 miles. Try as Jimmy would he could not shake the pursuing Frenchman, and when the little Irish champion went to the pits, Leon took the lead. A bad breakdown of his car forced him to withdraw from the race shortly after.

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THE DETAILS OF A SPEEDWAY RACE

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VIRGINIA VALU MATT MOORE

JOSEF SWICKARD in

#

This crashing smashing tale of North woods adventure and romance opens at the

LIBERTY

tomorrow

The details of preparing for a big speedway race are almost countless. Especially is that true as regards the Kansas City event, because the race had to be arranged at the same time the construction of the big speedway plant was in progress. The directing heads of the Kansas City Speedway Association had to select an individual in whom they could place absolute reliance in the fulfillment of their plans. So it was that L. J. Smyth, assistant secretary of the Speedway Association, was chosen for a great portion of the administrative work.

Mr. Smyth has been charged with carrying out the tremendous amount of detail work that has arisen as a part of the general policy outlined by Mr. Peake and his associates.

L. J. SMYTH. Ass’t Secretary Kansas City Speedway Association

Bodge Brothers Motor Car

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William B. Stone is director of publicity and advertising.

WM. B. STONE

Director of Publicity and Advertising

Dodge Brothers Motor Car

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Insist on their use in your next repair Job.

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THEY ALL GO EVERY WEEK

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JUNIOR THEATRE

Corner 14th and Main Streets

The Best Popular Priced Entertainment in the City

DON'T MISS FRANK WESTPHAL'S

Columbia Phonograph Recording Orchestra SEPT. 24TH

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PRICES

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Beautiful, modern. Butler Garages are built of galvanized metal and harmonize with home surroundings. They are fire and weather proof.

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Note—We make all styles of fuel oil tanks—ask for valuable free circular.

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You'll see them today on all of the ushers and Ticket Sellers and on many of the drivers and their helpers.

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The standard of the world in work clothing—and remember:

IT CAN'T BE A UNION- A.LL UNLESS IT'S A LEE.

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The H. D. Lee Mercantile Co.

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Well Known Standard Brands, 20 to 50% Saving

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Remember

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The Newest Creation In "Individual Service"

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\ Are Healthy, Wholesome, Refreshing Drinks

ON SALE AT THE SPEEDWAY

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Twenty Years Aj>o This Week

'Barney Oldfield Won J/is

In September, 1902, driving the "099", Barney Oldfield broke the world's record for five miles—
Time 5:26. The illustration shows Barney Oldfield at the tiller.

Watch Oldfield T

in setting speed records. Watch Oldfields perform in everyday service. You will understand how the Master Driver has made his twenty years of racing serve tire-users today.

Realizing this unusual understanding and experience with tires, he developed Oldfields — the Most Trustworthy Tires Built.

Their superiority has been proved on Speedway and Highway. For three years they have carried the winning cars in all the great races—at Indianapolis, Uniontown, San Francisco and Tacoma. Thousands of car owners have benefited by their mileage, endurance and dependability.

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Auto owners everywhere are now familiar with the many advantages of getting all of their Tires and Supplies from "Western Auto," the supply headquarters of the Nation.

Our enormous buying power for all of our stores and Direct from Factory to Owner System of distribution, permits, us to sell high quality standard supplies at the lowest possible prices, often saving our customers from 20% to 50%.

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Surgeons and Physicians make this Station Your Headquarters.

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largest independent distributors of Real Gasoline, Lubricating Oils, Fuel Oil, Distillate, Kerosene and , , Petroleum Products in Kansas City.

"TRY US OUT"

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