

AUTO RACES ATTRACT SPEED DEMONS

2-DAY SHOW HAS MERIT

GRAND PRIX AND NORTHWEST CHAMPIONSHIP SET FOR JULY 21-22.

LONG RACES CUT OFF 1917 RACING FESTIVAL

Well Rounded Out Program Provided—Concrete Facts Support Claim That La Grande Has One of Fastest Dirt Tracks in the Country—Autos Get Accommodation.

BY A. W. NELSON.
"Speed 'Em Up" this year has a dual significance.
"Speed 'Em Up" is indelibly established the length and breadth of the land—up and down the Pacific coast, across the Mississippi watershed and even as far away as gay Gotham and staid old Boston—but up to this year the slogan has been purely symbolic of motorcycle racing. In the year of our Lord nineteen hundred and seventeen, it typifies the spirit of this gasoline age in that automobile racing as well as motorcycle speedfests are booked.

Auto Racers Called In.
Convinced that autos can utilize the mile and a half motordrome three miles from La Grande for good racing and at a clip equalled or bettered only on the best of tracks, the management of the La Grande Motor club has branched out and the speed program which will take place July 21 and 22 is so constructed that speed demons of both types will be well repaid for their efforts to win events.

Purses Now \$1500.
Another item indicating the progressiveness and stability of the La Grande Motor Club is the fact the purse has been increased. When the purses annually hung up were \$1000 but one race meet for motorcycles in the United States had a larger plum. That fact alone branded the La Grande Far Western Grand Prix one of the highest in rank in the whole motor speed world. Because of the added attractions it was necessary this year to add \$500 to the purse making a grand reward of \$1500 and that has been split two ways, motorcycle and automobile drivers to share 50-50 on the prize money.

Usual Embellishments Provided.
The directors have chosen a time when it is most convenient for all concerned to attend. The two-day meet will be embellished with parades in the morning, a mardi gras Saturday evening and the big race program Sunday, the 22nd. The usual conveniences will be provided—telephone announcements to all parts of the ground, the track will be oiled, and the transportation made as accessible as possible.

On the face of things today, there is every reason to believe that the 1917 classic will far outshine all past endeavors in speeding.

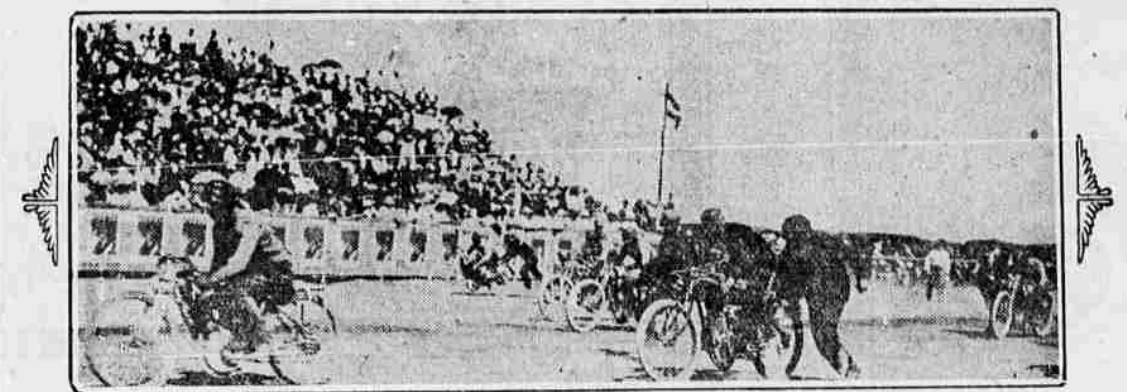
Machinery Is Compact.
Two salient proofs of the guess herein made lie in the fact that all forces locally are solidly behind the movement in one, compact, well-oiled and well-regulated machine, and the further fact that the fame of the illustrious "Speed 'Em Up" races has spread from sea to sea.

"Speed 'Em Up."

Auto Parking Unlimited.

The grandstand built last year at a heavy expense, is, of course, still there and comfortably seat the people. It is before this structure that the automobilists and motorcyclists who flirt with laws of gravitation will flit on the two eventful days. But the grandstand is not the only point of vantage for the races. True, from the grandstand a splendid view of the entire mile and a half course is obtained, but on the broad acres adjoining the track is ample room to park thousands of cars. It was about this course that the automobiles aligned themselves last year and saw and heard fully as well as from the grandstand. Telephone communications to various parts of the track, and ample announcers keep the people in the automobiles well informed on the progress of the race.

WORLD'S BEST COMES TO LA GRANDE RACE-TRACK EACH YEAR.



FINANCES FOR MEET PUT UP

Even the wisest of men frequently discover they don't know it all and adopt newer and more advanced ideas from time to time. So it is with the La Grande Motor Club—it has been found expedient to improve on the financial arrangements of the past. This year businessmen of the city will not be asked to take out season membership tickets as they were last year, but will be asked to contribute to a guarantee fund. When the races are over, any indebtedness not met by the gate receipts will be apportioned pro rata to the guarantors. Like wise if there is no "Red Ink" accounts, the guarantors are absolved from further obligations.

Chairman Stoddard of the finance committee, his committee and officers in general are convinced that the new method will meet with universal approval. Considerable readjustment of the governing bodies of the La Grande Motor Club was deemed advisable this year. Instead of the bulky, unwieldy organizations of the past, the affairs of the races this year are concentrated into one small body of men, known as the board of directors. These men are responsible to the club itself. Chase Bohnenkamp, president of the club; Ernest E. B. Vehrs, vice-president; Roy B. Currey, secretary; Harley Richardson, treasurer; R. J. Green and David Stoddard, constitute this committee.

Virtually all the business of the association is enacted through this committee.



Top picture shows four of the greatest world-famous riders who participated in races last year. From left to right, they are: Dave Kenney, Springfield, Mass.; Otto Walker, international world's champion of 1915, of Milwaukee, Wis.; Irvin Janke, international world's champion of 1916 of Milwaukee; Carl Rose, Portland, Oregon.
Second group from top represents rolling start for the Northwest championship race of 1916, Hollister, Northwest champion, taking the lead. (Note grand stand in the background.)
Individual group: From left to right, Hollister, of La Grande, Northwest champion; Otto Walker, winner of last year's grand prix; Dave Kenney, who established three world's records on the La Grande dirt track.
Bottom row: Roy Thompson of Boise and Chambers of Boise, who won a majority of the five and 10 mile dashes last year.

TOTAL CASH PRIZE AWARDS TO CONTESTANTS ARE \$1,500

Speed 'Em Up Race Program For 1917 Will Bring Cream Of Riders And Drivers

Automobile drivers and motorcycle mensely more popular show than last year.

Long Marathons Abandoned.
The longer races have been cut down. There will be none of the tedious affairs of the past. Fifty miles is the longest event and at the rate which the drivers circle the track, this is not a long contest. Marathons didn't prove generally popular, while the clamor for 35 and 50-mile races has always been marked and this year will be appeased.
While some slight changes may yet be made, the racing program for the 1917 event will be as follows:
Proposed Program For 1917.
FIRST DAY, July 21, 1917.
First Race—5 miles for motorcycles. Open to all riders on 7 H.-P. S. S. machines. Entrance fee \$1.00. Purse of \$500.00 divided \$250.00, \$150.00, \$100.00.
Second Race—5 miles for autos. Open to all. Entrance fee \$1.00. Purse of \$50.00 divided \$25.00, \$15.00, \$10.00.
Third Race—Trials for track record by motorcycles. Open to all riders on 7 H.-P. machines. The four making best time qualify for finals on following day. The best time made on either the 21st or 22nd shall determine the winner. No entrance fee. One prize \$25.00.
Fourth Race—Trials for track record by autos. Open to all. The four making best time shall qualify for finals on following day and the best time made on either the 21st or 22nd shall determine the winner. No entrance fee. One prize \$25.00.
Fifth Race—10 miles for motorcycles. Open to all riders on 7 H.-P. S. S. machines. Entrance fee \$1.00. Purse of \$500.00 divided \$250.00, \$150.00, \$100.00.
Sixth Race—10 miles for autos. Open to all. Entrance fee \$1.00. Purse of \$100.00 divided \$50.00, \$25.00, \$15.00, \$10.00.
Seventh Race—FAR WESTERN GRAND PRIX for motorcycles. 5 miles, open to all riders on 7 H.-P. S. S. machines. Purse of \$400.00, divided \$200.00, \$100.00, \$50.00, \$25.00, \$15.00, \$10.00. Entrance fee \$5.00.
Classification—All motorcycles shall have not to exceed 61 cu. in. displacement and all races for motorcycles are free for all machines except 8 valves and ports.

SECOND DAY, July 22, 1917.
First Race—5 miles for motorcycles. Open to all riders on 7 H.-P. S. S. machines. Entrance fee \$1.00. Purse \$250.00 divided \$150.00, \$100.00.
Second Race—5 miles for autos. Open to all. Entrance fee \$1.00. Purse of \$25.00 divided \$15.00, \$10.00.
Third Race—Finals for track records by both autos and motorcycles.
Fourth Race—NORTHWEST CHAMPIONSHIP for motorcycles. 25 miles restricted to riders residing in Oregon, Washington and Idaho. Open to all 7 H.-P. S. S. machines. Purse of \$200.00, divided \$100.00, \$50.00, \$25.00, \$15.00, \$10.00. Entrance fee \$5.00.
Fifth Race—10 miles for autos. Open to all. Entrance fee \$1.00. Purse of \$50.00 divided \$25.00, \$15.00, \$10.00.
Sixth Race—NORTHWEST CHAMPIONSHIP for autos. 50 miles restricted to drivers residing in Oregon, Washington and Idaho. Free for all machines regardless of make or displacement. Purse of \$500.00, divided \$250.00, \$125.00, \$75.00, \$50.00. Entrance fee \$5.00.
Classification—All auto races shall be open and free for all makes of autos regardless of displacement. All motorcycle races shall be open and free for all motorcycles which have not to exceed 61 cu. in. displacement but shall bar 8 valves and ports.

THE DODGE CITY PLAN SELECTED

Patrons of past motorcycle races realize full well the difficulty with which correct scoring of any big motorcycle race is conducted. It is a delicate and particular undertaking. Profiting by the same worries in other big racing localities, the directors have adopted the Dodge City method which briefly is that there is one scorer for each rider and the individual scorer is concerned only with the number of times his particular man passes the grand stand.

Supposing for illustration, that there are 20 riders. On a platform so arranged that the scorers work behind the board thus not obstructing the view of the tally sheets from the eyes of patrons in the grand stand are 20 different hooks and upon each hook are as many slips of paper consecutively numbered as there are laps to the race. Supposing the illustrative race is a 10-lap affair. The scorer who handles No. 1 rider, for instance, tears off one sheet for each lap No. 1 makes and the grand stand will be able to determine that the work is properly done. The confusion of trying to pick the numbers of 15 or 20 riders flashing by at once in a tornado of speed will be eliminated, for the scorers have but one number each to watch. The scoring will be somewhat costly but the manifest satisfaction will be more than commensurate with the costs.

Facts Support Claims.
It is not in fantasy that La Grande boasts the fastest dirt race-track in the west—and probably anywhere in the country. The "Speed 'Em Up" track was built last year on the McKennon tract on the Cove road. The nature of the soil and subsoil are such that at no time of the year is the surface very dry. With a sharp-pointed shoe one can kick through the semi-