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# DE PALMA, ON CRUTCHES, TAKES UP RACING AGAIN

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GREAT TRACK DRIVER WILL AP-  
PEAR AT NEW ORLEANS.

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LIKES MOTORDROME COURSE

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NEW YORK, February 5.—Ralph de Palma, one of the foremost American track drivers, is glad he is back in the racing game, even though he is still on crutches. His next appearance after the New Orleans meet will be at the seven days' inaugural of the Los Angeles motordrome, beginning April 8, and he is most enthusiastic over the new mile board track, the "Great Planked Dish."

"I am convinced that the new board saucer will prove one of the best racing propositions yet tried," declared De Palma, a few days ago. "Driving on a track has always appealed to me more strongly than road racing, and a wooden dish with the dangers of skidding, blinding dust, and thrown tires eliminated 'listens good,' as they say in the New theater drama.

### Course a Perfect Circle.

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"The course, being a perfect circle one mile in circumference, rather than oval, I believe will be a decided advantage for making great speed. Cars can whirl at nearly constant speed, having no bad turns to negotiate. Having raced motorcycles on the Springfield (Mass.) board track, which is only one-third the size of the southern California one, has convinced me of this. Perhaps very few people have stopped to consider that on a mile banked track, which is an absolute circle, pilots will be able to drive under conditions not greatly different from straightaway going. Figuring it out mathematically, I believe you will find that a driver has to deviate from a straight line only one inch every sixty-four feet. Inasmuch as the curve is constant, and the steering wheel must be set to vary only slightly when passing other cars, a driver will be able to devote more attention to manipulation of his motor, rather than steering wheel.

### Rebuilding the Cyclone.

"I am rebuilding the 'Cyclone,' which has proved its class on dirt tracks, although it has never been pushed to its limit. In my estimation, the twenty-degree banking on the new course will be sufficient to counteract centrifugal force and that the little car can be let out to its capacity.

**A. B. C. PREPARATIONS.**

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