

high grade cars.
Its motor is the Renault type, patterned after the famous French motors of that name.

Long Stroke Motor

With a bore of 3½" and a stroke of 4½" it conforms to the most up-to-date foreign design, a long stroke motor.

The same company which makes the frames for the high priced Stearns cars makes the frames for the Hudson "Twenty."

The front axle is a one-piece drop forged I-beam section of the best grade of open hearth steel carefully heat treated.

50 Miles an
Any Hudson "Twenty"
an hour. It has all the po

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as received. Plea

Indiana

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WORLD AWAITS RESULTS

EXPECTS NEW RACE RECORDS

WHILE THOUSANDS WILL WEND THEIR WAY TO THE SPEEDWAY THIS WEEK, MILLIONS WILL WATCH BULLETINS.

Day after day thousands upon thousands of fans, some conservative, others enthusiastic, but all eager to see the races and have their share of pleasure at the Speedway, where the most famous and daring riders will congregate, will reap exhilaration from the swerving of the giant cars around curves and turns, waiting serpent-like to send them into eternity.

For twenty-four hours many thousands

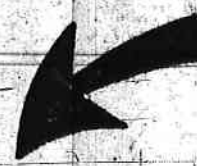
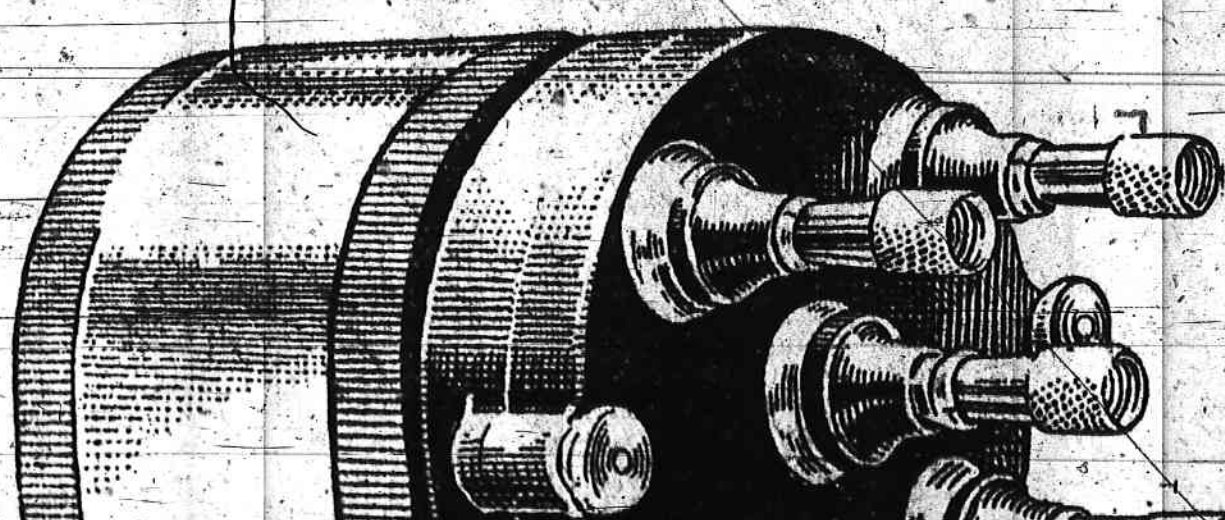
of the men, women and children will end their paths at the greatest race course in the world, and there partake of pleasures that can not be evicted from any other kind of amusement known to the American public today. Delight will be in their eyes and satisfaction imprinted in their faces as they watch Barney Oldfield, Dennison, Borque, Harry Tuttle, Herb Lytle, Mulford or Stutz by a clever manipulation of the steering wheel forge ahead of their many competitors, who are urging on their cars to do the best that lies within the bonds of that high tempered and well groomed steel.

This scene, which has never before borne witness at either the Vanderbilt, the Savannah, the Briarcliffs or the more recent Cobe on account of the poor facilities for witnessing the races will undoubtedly make the contests at the Motor Speedway famous throughout the world for their spectacularity and attractiveness. More realistic pictures of natural hindrances and strife with physical laws can not be drawn from anything except a motor race like the one that will be the acme of perfection that director of contest, E. A. Moross, is successfully striving for.

The majority of the world will watch with attentive and eager eye the results;

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enty" will do fifty miles
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erator, two side oil lamps, tail lamps, full set
tools and horn—\$900.

With Bosch magneto, top, Prest-O-Lite,
tank, double rumble seat—\$1050.

*of these cars is limited and orders will be filled in rotation
Please call, telephone or write for further information.*

na Automobile Company

East New York Street. 323 Massachusetts Ave. Indianapolis, Indiana

the winner, the second car, third car and so on until the last delayed straggler has been accounted for, then the victor, be he a driver of a Lozier, an Apperson, a Knox, F. I. A. T., an Italia, a Marmon, an Isotta, a Stoddard, or any other car, will be heralded from ocean to ocean, from pole to pole with laudation fit for the former champions from the Olympic carnivals held by the athletic, ancient Greeks. With face a delineation of the gruelling trip he will chug to the stand amid cheers from the many thousands of fickle-hearted auditory that loves the victor but disregards the baleful, down-trodden and defeated, less fortunate.

Will Benefit Manufacturers.

Then the commercial value of the course will be to the manufacturers the most attractive part of the new Indianapolis track. It will keep cars at the Speedway at times more than only the racing dates and all of the events will be filled with machines that have already been working out on the track and are in good condition to stand a pace that will keep engines etching and drivers weak from exhaustion.

The National team will be one of the first on the course, with Oldfield, the big attraction, and Joe Aitken, that fearless

novice, whose former attempts have all been laudable in the extreme. The Stoddard, Marmon, Knox, Apperson and Lozier teams will have a lot of men there working out machines.

The value to the manufacturers and the benefit that the public will derive from seeing these stars of a world that up until a few years ago was a nonentity, makes the Motor Speedway the greatest venture for the betterment of the motor car that has been attempted since the Brookline track in England perfected the British cars and the perfect roads of France made the Renault and other machines that are almost above improvement.

When C. G. Fisher planned the Speedway he had this object in mind and it is indeed a loyal cause to the motor world that the management is propagating. Better moves than the one now already completed can not be made by any of the most ardent motor philanthropists and should there be a change in the condition of motor driven vehicles that will place the American, which now is the equal, the superior of the French car, the Motor Speedway directors, C. G. Fisher, A. C. Newby, F. H. Wheeler and J. A. Allison, are the most honored and loyal men in the United States today.

ANNOUNCEMENT O MANUFACTURERS LATEST BEST

the request of the Hess-Bright Mfg. Co. we have changed the name of our Magneto from Hess to