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Indianapolis is race mad. The news-boys have forgotten Madero and Diaz. The extras may tell of a horrible railroad wreck with many lives lost or some other calamity, but the youngsters are yelling out only what is new in Speedway happenings.

On the bills of fare they have "Omelette a la Burman," "Filet Mignon, Bruce-Brown," and so on.

The greatest number of cars ever started in a track race is twenty-six. This was during a meet at the Indianapolis Speedway and all the drivers were experienced. In the coming race many pilots are inexperienced. Several of them have never driven in a track race before.

Many makers have entered their cars here for the first time in any contest of such a character. Their mechanics and drivers do not know the art of preparation or how to take necessary precautions in adjusting nuts and bolts, and doing the thousand and one little things that come to the experienced men as a result of actual racing.

There is no test required for applicants for racing drivers' licenses. Just for a joke a crowd of automobilists in Los Angeles sent in an application for a license in the name of a cripple with no arms. The two dollars fee was all that was required and the cripple was sent a license card.

The drivers are all optimistic. One can listen for hours to the arguments they put up in the hotel lobbies or around the repair pits. One great pilot will tell why he chose a heavy car with great power and large tires. Another, equally famous, will tell how he can not lose with his light-powered car, close to the minimum weight limit and with small tires. The third noted, fellow laughs at both the others and tries to convince his auditors that his medium-powered car is simply perfect for the race from a scientific standpoint.

Each of the forty-six drivers entered is confident of winning the first prize. Many have planned how they will spend the money. Two-thirds of them are planning to go to Europe. I never saw a more optimistic crowd in my life. "This is my last race if I win," say nearly all of them.

The winner will average seventy-three and one-half miles per hour, is my guess. I have given the matter careful thought. I have figured it from many angles. The winner will be from twenty-five to fifty miles ahead of the next car. The average of the race will be lessened many miles per hour from what is possible through

the winner not having a competitor to force the pace during the last 100 miles.

The race at a distance of 500 miles is too long for all; the spectators, drivers and cars. Half the distance would have provided a great contest for all. Approximately seven hours will be consumed in running the contest. The cars will be gradually eliminated until practically few will be left for the last two or three hours and the winner will be apparent long before the finish.

I figured up the other day that fifty-two racing drivers and mechanics had lost their lives since racing started in this country. It is certain that I did not count any of them twice, and I believed I missed a few of the unfortunates.

We have engaged Barney Oldfield to write a series of articles for The Star. These articles will appear weekly, and will comprise comment on automobile topics of the day. Mr. Oldfield will attend the various big racing events, and will give you the benefit of his long experience in the automobile racing sport.

Mr. Oldfield will also answer through this column any queries of our readers which do not refer to the selection of an automobile or call for an opinion relative to the merits of different makes of cars. Address such correspondence, Barney Oldfield, care The Star.

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## BRING LAKE BREEZE TO CITY.

### Hudson Auto Tires Carry Volumes of Michigan Atmosphere.

E. W. Elston, agent for the Hudson cars in this city, is inviting all Detroit men to drop into his place and take a whiff of good lake air with him. He has quite a lot on hand, compressed in auto tires to about one-sixth of its bulk, and he is willing to share it with any Detroit man who is far from "home and mother." Every Hudson car contains in its tires air which, if uncompressed, would occupy about 6 cubic feet, and as the Hudson is at present shipping about 1,000 cars a month, it is disseminating about 6,000 cubic feet of fresh lake air. This air stands transportation well and goes everywhere without deterioration. Mr. Elston said the company has recently shipped 200 or 300 cubic feet to Australia, as much to Hawaii, half as much to Manila, the same to New Zealand, and probably as much more in scattering lots to other parts of the Pacific. The company also shipped 100 feet or so to South Africa, as much more to Egypt, and about the same amount to Indiana and Burma, not to speak of what it has sent to the sleepy banana countries in South America and the West Indies. Incidentally, it sends Hudson cars along with the air.

## PREDICTS

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