

HOW IT FEELS TO BE IN AN AUTO ACCIDENT

By ROY BUCKLEY.

As the modern auto speed maniac annihilates space at a rate which exceeds the fastest railroad train, and grimly and defiantly sits behind the steering wheel of a ponderous piece of wonderfully intricate mechanism traveling up to and including the speed mark set by Barney Oldfield of 142 miles per hour, it is doubtful if the average spectator realizes that the daring driver is a human being.

Such tremendous controlled motor power as is handled by an automobile driver, sometimes as high as 200-horsepower, the power of the big imported Benz cars which are driven by Oldfield and Eddie Hearne, is almost past the comprehension of the man who is not educated in mechanics. A matter like a defective piece of metal breaking, a slight skid of a wheel on a rough spot on the track, or a tire bursting while traveling at a rate of speed which is twice as fast as the fastest express train, means that an accident is inevitable.

Several prominent drivers of racing cars who have been in accidents were asked what flashed through their minds when they realized that an accident was inevitable, and that the mammoth power generators in which they were riding were doomed to an accident.

Ray Harroun, the driver of the big Marmon, has been in only one accident in three years of auto driving. In a Chicago to New York drive, in an attempt to break the record, the car left the road and, according to Harroun, the next thing he knew he was on the side of the road in a dazed condition. Harroun summarized his feelings as follows:

"I did not have time to think of my past sins and all that bunk you sometimes hear people talk about. I had a premonition that something was going to happen, and all that I thought of was to avoid having the car roll on me. I believe that fear of a car rolling on a driver is one of the driver's first thoughts."

In speaking of the recent smashup at the Brighton Beach Motorcourse, in which Bradley, mechanic in the Marlon car, was killed, Bill Westcott, driver of the

Cole "30," said:

"No, a driver does not have time to think of the consequences when the smash comes. Thoughts are scarce when something happens to the car, and all the driver can do is to sit still and await developments—and you don't have to wait long. The track in New York was fearful; the dirt surface was cut up on the turns, just the place where it should not be cut, and the jarring on the bed of the car in the long grind made it tough on both drivers and machines. When I took my little lesson in aviation, not my first I may add, a rut in the track caused my car to skid badly and break an axle. The next thing on the program, I was lying on the ground, and with a dim recollection of having been whirled through the air. Although I was not hurt, and immediately ran to my car to re-enter the race, the referee made me

stay out. Outside of a slightly strained ankle I was all right. Why, I felt so mad that I offered to bet the referee \$25 that I could beat him in a footrace around the track.

"That is not the first time I have faced a serious accident. Newspaper men have had me in the grave several times—to be exact, four—but I am still on the job and hope to win events in the coming races at the Speedway and at other tracks. I expect to enter every event in which my Cole racer and the new Westcott are eligible."

Regarding the safety of the Speedway, Endicott said: "The Motor Speedway in its present condition is the fastest track in the United States for small cars. With the shaving process completed, heavy cars will not have the tire troubles which is now feared. I believe that the heavy

cars will hardly make good records in a long grinding race, because of the wear on tires. With the track finished, however, heavy cars of tremendous horsepower will assail all standing records with such a vengeance that some of them are bound to fall."

After dashing off the track and over a concrete wall 22 feet to the ground below, and then crashing through 40 feet of heavy plank fencing, Jack Aitken, the National pilot, lives to tell the story.

Aitken says he knew he was going to hit the fence after the long plunge to the ground, and he turned the wheel so as to hit the obstruction squarely. Asked as to his thoughts before the smash came, Aitken said he did not have time to think very much, but that he did realize that something had whirled him and his car through space and that he was dropping. It is noteworthy to add that Aitken and his mechanic, Wilcox, were not even scratched, and both went right on with the race just as though they had never had any near-accident.

Barney Oldfield, who is now at the Speedway races, has had more auto accidents, perhaps, than any other living man. Although Barney is regarded as a perfect speed maniac, yet he must possess a great deal of carefulness, judging from a remark made to Ben Kirchner, his team mate, while tuning up the big Knox car before the Speedway races. Kirchner was hastily looking for a small nut to replace a nut on the car when Oldfield noticed his haste, and said:

"Don't hurry with the repairs, Bennie, let the other fellow win the race first."

Such a remark shows that even Oldfield, the speed king, does not throw all caution to the winds.

Oldfield said, in reply to a question as to what flashed through his mind before an accident:

"I give up—that one has me guessing. You see, when something happens, I just dimly realize that something is wrong, and that I am not master of the car. After that—all is oblivion until I am in condition to race again. All mind action is under such stress and excitement that a man cannot remember what happened."

ITINERARY FOR ANNUAL A. A. A. TOUR

For the Glidden and Chicago trophies, starting from Cincinnati, O., June 14, and finishing at Chicago, Ill., June 30, after covering a total distance of 2,851 miles.

Date of Arrival.	Night Stops.	Official	Neon Stops, with Mileages from Night Stops.
June 18—Cincinnati, Ohio	Start	Lexington, Ky.	83.8
June 14—Gibson house.	162.9	Bowling Green, Ky.	180.0
June 14—Louisville, Ky.	162.9	Columbia, Tenn.	41.5
June 15—Nashville, Tenn.	198.9	Corinth, Miss.	62.1
June 16—The Maxwell.	119.7	Clarendon, Ark.	112.2
June 16—Sheffield hotel.	161.7	Erescott, Ark.	84.0
June 17—Memphis, Tenn.	207.7	Sunday at the Springs.	97.2
June 18—Gayoso house.	53.3	Paris, Texas	180.1
June 18—Little Rock, Ark.	183.3	Terral, Okla.	64.6
June 19—The Capital.	217.1	El Reno, Okla.	112.4
June 19—Hot Springs, Ark.	53.3	Enid, Okla.	101.1
June 20—The Brockhaus.	217.1	Emporia, Kas.	108.8
June 21—Dallas, Tex.	300.7	Maryville, Mo.	120.5
June 22—Lawton, Okla.	217.1	Guthrie Center, Ia.	105.8
June 22—The Oriental.	217.1	Marengo, Ia.	86.8
June 23—Oklahoma City, Okla.	145.3	Bethalla, Ill.	159.8
June 24—Lee-Huckigs.	216.0	The Elkhart.	
June 24—The Eaton.	234.5		
June 25, 26—Kansas City, Mo.	234.5		
June 27—The Baltimore.	243.2		
June 27—Omaha, Neb.	243.2		
June 28—The Roma.	159.0		
June 28—Des Moines, Ia.	159.0		
June 29—The Beverly.	234.5		
June 29—Springery, Ill.	234.5		
June 30—Chicago, Ill.	285.1		

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AS the modern auto speed maniac annihilates space at a rate which exceeds the fastest railroad train, and grimly and defiantly sits behind the steering wheel of a ponderous piece of wonderfully intricate mechanism traveling up to and including the speed mark set by Barney Oldfield of 143 miles per hour, it is doubtful if the average spectator realizes that the daring driver is a human being.

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"I did not have time to think of my past sins and all that bunk you sometimes hear people talk about. I had a premonition that something was going to happen, and all that I thought of was to avoid having the car roll on me. I believe that fear of a car rolling on a driver is one of the driver's first thoughts."

In speaking of the recent smashup at the Brighton Beach Motorrome, in which Bradley, mechanic of the Marmon car, was killed, Bill Endicott, driver of the

Cole "30," said:

"No, a driver does not have time to think of the consequences when the smash comes. Thoughts are scarce when something happens to the car, and all the driver can do is to sit still and await developments—and you don't have to wait long. The track in New York was fearful; the dirt surface was cut up on the turns, just the place where it should not be cut, and the jarring on the bed of the car in the long grind made it tough on both drivers and machines. When I took my little lesson in aviation, not my first I may add, a rut in the track caused my car to skid badly and break an axle. The next thing on the program, I was lying on the ground, and with a dim recollection of having been whirled through the air. Although I was not hurt, and immediately ran to my car to re-enter the race, the referee made me

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Hotels and Mileages			
June 13	Cincinnati, Ohio	Start	Lexington,
	Gibson house.		
June 14	Louisville, Ky	162.9	Bowling Gr
	The Seelbach		
June 15	Nashville, Tenn.	198.9	Columbia,
	The Maxwell		
June 16	Sheffield, Ala.	119.7	Corinth, Mi
	Sheffield hotel.		
June 17	Memphis, Tenn.	161.7	Clarendon,
	Gayoso house.		
June 18	Little Rock, Ark.	207.7	Prescott, Ar
	The Capital		
June 19	Hot Springs, Ark.	53.3	Sunday at t
June 20	Texarkana, Ark	138.3	Paris, Texas
	The Brockhaus		
June 21	Dallas, Tex.	217.1	Terral, Okla
	The Oriental		
June 22	Lawton, Okla.	200.7	Chichasha, C
	The Oriental		El Reno, Ok
June 23	Oklahoma City, Okla.	145.3	Enid, Okla
	Lee-Huckins		
June 24	Wichita, Kas.	218.0	Emporia, Kas
	The Eaton		
June 25	Kansas City, Mo.	234.5	Maryville, M
	The Baltimore		
June 27	Omaha, Neb.	342.3	Guthrie Cen
	The Rome		
June 28	Des Moines, Ia.	159.0	Marengo, Ia
	The Savary		
June 29	Davenport, Ill.	219.4	Bohalla, Ill
	The Kimball		
June 30	Chicago, Ill.	129.7	The Flatb

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By **BOB HUCKLEY**

A few minutes ago I was driving my car on a road that was as straight as an arrow and as smooth as a billiard table. I was going about 100 miles per hour and I was feeling fine. Then, suddenly, the car rolled over on its side and I was flying through the air. I landed on my back and I was in a hospital for several weeks. I was lucky to be alive. I was in a coma for several days and I was in a wheelchair for several months. I was in a hospital for several weeks and I was in a wheelchair for several months. I was in a hospital for several weeks and I was in a wheelchair for several months. I was in a hospital for several weeks and I was in a wheelchair for several months.

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			Night St
June 13	Cincinnati, Ohio	Start	Lexington,
	Gibson house.		
June 14	Louisville, Ky	162.9	Bowling Gr
	The Seelbach		
June 15	Nashville, Tenn.	193.9	Columbia,
	The Maxwell		
June 16	Sheffield, Ala.	119.7	Corinth, M
	Sheffield hotel.		
June 17	Memphis, Tenn.	161.7	Clarendon,
	Gayoso house.		
June 18	Little Rock, Ark.	207.7	Prescott, A
	The Capital.		
June 19	Hot Springs, Ark.	53.3	Sunday at
June 20	Texarkana, Ark	188.3	Paris, Texa
	The Brockhaus.		
June 21	Dallas, Tex.	217.1	Terral, Okl
	The Oriental.		
June 22	Lawton, Okla.	200.7	Chichasha,
	The Oriental.		El Reno, Ok
June 23	Oklahoma City, Okla.	145.3	Enid, Okla
	Lee-Huckins.		
June 24	Wichita, Kas.	216.0	Emporia, K
	The Eaton.		
June 25, 26	Kansas City, Mo.	234.5	Maryville, M
	The Baltimore.		
June 27	Omaha, Neb.	242.3	Guthrie Cen
	The Rome.		
June 28	Des Moines, Ia.	159.0	Marengo, Ia
	The Savery.		
June 29	Davenport, Ill.	219.3	Rockelle, H
	The Kimball.		
June 30	Chicago, Ill.	179.7	The Finish.

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stay out. Outside of a slightly strained ankle I was all right. Why, I felt so mad that I offered to bet the referee \$25 that I could beat him in a footrace around the track.

"That is not the first time I have faced a serious accident. Newspaper men have had me in the grave several times—to be exact, four—but I am still on the job and hope to win events in the coming races at the Speedway and at other tracks. I expect to enter every event in which my Cole racer and the new Westcott are eligible."

Regarding the safety of the Speedway, Endicott said: "The Motor Speedway in its present condition is the fastest track in the United States for small cars. With the shaving process completed, heavy cars will not have the tire troubles which is now feared. I believe that the heavy

cars will have a long grinding on tires. With heavy cars of this class all stand a chance of vengeance that will lead to fall."

After dashing into a concrete wall at a low angle, and then a heavy plank National pilot, Aitken says he

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Hotels and Mileages.		Lexington, Ky.		
June 13	Cincinnati, Ohio	Start	Lexington, Ky.	83.3
	Gibson house.			
June 14	Louisville, Ky.	102.9	Bowling Green, Ky.	130.0
	The Seelbach.			
June 15	Nashville, Tenn.	193.8	Columbia, Tenn.	41.1
	The Maxwell.			
June 16	Sheffield, Ala.	119.7	Corinth, Miss.	62.1
	Sheffield hotel.			
June 17	Memphis, Tenn.	181.7	Clarendon, Ark.	112.2
	Gayoso houses.			
June 18	Little Rock, Ark.	207.7	Fragott, Ark.	24.0
	The Capital.			
June 19	Hot Springs, Ark.	212.3	Sunday at the Springs.	
June 20	Texas, Tex.	155.3	Paris, Texas	77.3
	The Brookhouse.			
June 21	Dallas, Tex.	377.1	Ferris, Okla.	150.1
	The Oriental.			
June 22	Lawton, Okla.	200.7	Chickasha, Okla.	64.0
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	Lee-Huckins.			
June 24	Wichita, Kan.	216.0	Emporia, Kas.	108.3
	The Hotel.			
June 25	Kansas City, Mo.	284.3	Maryville, Mo.	128.2
	The Baltimore.			
June 27	Omaha, Neb.	282.3	Guthrie Center, Ia.	105.3
	The Hotel.			
June 28	Des Moines, Ia.	129.0	Marquette, Ia.	54.0
	The Savoy.			
June 29	Des Moines, Ia.	129.0	Keosauqua, Ill.	129.0
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After dashing off the track and over a concrete wall 22 feet to the ground below, and then crashing through 40 feet of heavy plank fencing, Jack Aitken, the National pilot, lives to tell the story.

Aitken says he knew he was going to hit the fence after the long plunge to the ground, and he turned the wheel so as to hit the obstruction squarely. Asked as to his thoughts before the smash came, Aitken said he did not have time to think very much, but that he did realize that something had whirled him and his car through space and that he was dropping.

It is noteworthy to add that Aitken and his mechanic, Wilcox, were not even scratched, and both went right on with the races just as though they had never had any near-accident.

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Start	Lexington, Ky	23.3
122.9	Bowling Green, Ky	130.0
166.8	Columbia, Tenn	41.5
119.7	Corinth, Miss	62.1
141.7	Chester, Ark	112.2
207.7	Prescott, Ark	84.0
53.3	Sunday at the Springs.	
176.3	Paris, Texas	97.2
217.1	Terral, Okla	130.1
200.7	Chickasha, Okla	64.8
	El Reno, Okla	112.4
148.3	Hold, Okla	101.1
216.6	Emporia, Kas	108.3
224.3	Maryville, Mo	128.3
222.3	Guthrie Center, Ia	125.3
129.0	Marion, Ia	82.3
128.8	Keosauqua, Ia	122.3
128.1	The Park	

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...the Speedway races. Kirchner was hasti-
...ly looking for a small nut to replace a nut
...on the car when Oldfield noticed his haste,
...and said:

"Don't hurry with the repairs, Bennie,
...let the other fellow win the race first.

Such a remark shows that even Oldfield,
...the speed king, does not throw all caution
...to the winds.

Oldfield said, in reply to a question as
...to what flashed through his mind before
...an accident:

"I give up—that one has me guessing.
...You see, when something happens, I just
...dimly realize that something is wrong, and
...that I am not master of the car. After
...that—all is oblivion until I am in condi-
...tion to race again. All mind action is
...under such stress and excitement that a
...man cannot remember what happened."

RY FOR ANNUAL A. A. A. TOUR

ago trophies, starting from Cincinnati, O., June 14, and
...June 30, after covering a total distance of 2,851 miles.

Stops.	Official	Noon Stops, with Mileages from Night Stops.
.....Start	Lexington, Ky	83.3
.....162.9	Bowling Green, Ky	130.0
.....188.9	Columbia, Tenn	41.5
.....119.7	Corinth, Miss	62.1
.....161.7	Clarendon, Ark	112.2
.....207.7	Prescott, Ark	84.0
.....53.3	Sunday at the Springs.	
.....138.3	Paris, Texas	97.2
.....217.1	Terral, Okla	130.1
.....200.7	Chichasha, Okla	64.6
.....145.8	El Reno, Okla	112.4
.....216.0	Enid, Okla	101.1
.....216.0	Emporia, Kas	108.8
.....234.5	Maryville, Mo	126.5
.....242.8	Guthrie Center, Ia	105.3
.....159.0	Marengo, Ia	96.2
.....219.8	Rehelle, Ill	102.8
.....179.7	The Finish.	

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