

# DEMANDS RACE AT 1 OR NONE

at Los Angeles  
Two Sides  
estion.

March 5.—One hun-  
es an hour is the  
oe attached by the  
one mile world's  
mpionship on the  
ing the 1910 speed  
d March 22, 23 and  
starring predlection  
the great French

Barney Oldfield the  
who is the new  
horse power Benz,  
very drove a mile  
ids track in Eng-  
123 miles an hour,  
hman tells Oldfield  
hour speed can be  
tions as to gearing  
carburetor are fol-  
knows the Daytona  
o big Benz was  
dipse the record of  
lan who had pre-  
speed of 121 miles  
lands.

ed Oldfield to work  
with the car for at  
and to have wind  
id and body before  
pen the monster to

obile officials are  
wing the Benz-Flat  
Daytona. According  
00 purse and \$1,000  
at side claims has  
Los Angeles board  
a myth. Proposi-  
to pay Oldfield a  
l his expenses and  
so to get a certain  
he coast. It is said  
was to have equal-  
id after the talk of  
up, the promoters  
000 cup and called

that owner Arnold  
power Flat agreed  
is Benz in Florida.  
mpion says that the  
e to make good his  
e in Florida or not  
ms to have the best  
s the Florida course  
the world on which  
nt at their greatest

ounces that he will  
go Los Angeles for  
of the board track  
ing circuit opens in  
ter Benz will not be  
cept in Florida.

defeated W. K. Van-  
is Mercedes with the  
out Vanderbilt cap-  
for the fastest mile  
e world up to that  
it has been Oldfield's  
the mile straight-  
l this was foremost  
he paid \$14,000 for

er to Barney.

ES, March 6.—Re-  
was responsible for  
lative to the much-  
enz match which

# "I'LL GET A CAR SOME DAY," SAID BARNEY OLDFIELD, AND HE'S CERTAINLY MADE GOOD

Fence Smasher Has Come  
Back at Men Who Once De-  
feated Him and Now Has the  
Fastest of Machines

BY C. E. VAN LOAN.  
NEW YORK, Feb. 12.—Barney Oldfield  
is one champion who "came back," but  
he does not think Jim Jeffries can do the  
same thing.

Oldfield is an interesting young man.  
He started the craze for fast driving on  
circular tracks—the most dangerous form  
of alleged sport in the world—and after  
seven years, 70 accidents and 7,000 hair-  
breadth escapes, Barney is still in the  
game, having outlasted four crack racing  
cars and outlived most of his competi-  
tors.

A few weeks ago when in New York,  
Barney closed a deal for another racing  
car. This one is to have 200-horsepower  
and with it Barney hopes to get below  
the present record of 52 seconds for one  
mile on a circular track.

Three or four years ago everybody  
thought that Oldfield was knocking at  
the door of the down-and-out club. Other  
men were outdriving him on the mile  
tracks and Barney was finishing in the  
dust. The king wasn't exactly dead, but  
it was believed that he was breathing his  
last.

Barney wouldn't admit it.  
"I'll get a car some day," he would  
say. "When I get a machine that can  
go as fast as I want to drive it, I'll get  
that record back."

Of course, they laughed at him behind  
his back and said it was remarkable  
that a smart fellow like Oldfield didn't  
realize that he was nerve-broken, and  
step aside for the younger and better  
men.

They said that Barney ought to hand  
that new car stuff to Sweeney. They  
didn't say this to Barney's face, you un-  
derstand, for Barney is a rough man with  
a mitt like a Virginia ham, but not half  
so soothing to the taste. So Barney kept  
on trying and finishing second and third  
and watching the other fellows get the  
money. He watched a lot of them get  
a ticket to the Great Garage on the other  
side. The men who began driving, after  
Barney showed that it was possible to  
tool an automobile around a mile track  
in one minute flat, did not have Barney's  
luck. One after another they went into  
the fences, or turned over on the turns  
and their friends said it was a fool game  
anyway and not worth the fearful tool  
in human life.

Then Barney got the new car. It was  
a fearsome looking piece of work, but it  
could show its ugly back to all the rest  
of the track racing cars and Barney took  
heart again.

Early in the winter he drove one mile  
on a circular track in the phenomenal  
time of 52 seconds, bringing the record  
back home again. The coroner's jury  
sat up and took notice of this wild per-  
formance, deciding at last that it might  
have been a bit premature in setting  
aside a slab for the young man.

Of course, Barney will not quit now.  
A dozen times he has been on the verge  
of "retirement" from the racing game,  
but with one winner already in the sta-  
ble and the 200-horsepower Benz coming  
up there isn't a chance that Barney will  
retire until he finds out what this new  
car can do.

His luck has been "phenomenous, sim-

FAMOUS AUTO DRIVER



BARNEY OLDFIELD,  
The daredevil automobile driver, who, according to Van Loan, is one  
champion that has come back.

ply phenomenal." On road and track  
Barney has been taking chances for sev-  
eral years. He is one of the most reck-  
less young men that ever took hold of  
a steering wheel, and while he has kil-  
led spectators, smashed up passengers  
and wrecked a dozen cars, Barney has  
escaped with a few stitches in his scalp  
and a few scars on his body.

How much longer will he last? Nobody  
knows. He may "get in," as he says,  
the next time he goes out. Luck doesn't  
last forever, and in the auto racing  
game a bursted tire or a pinch of dust in  
the eye may write "finis" at the end  
of the driver's record.

Oldfield doesn't risk his neck be-  
cause he likes to see how close he can  
shave the insider rail. Nothing like that.  
Barney is as fond of life as most men  
of his age. Perhaps a little more so, be-  
cause he has had a good time during  
his present incarnation. He drives a  
racing car because he knows there isn't  
another thing on earth at which he can  
make so much money. Probably he has  
made more money out of the auto racing  
game than any three men who can be  
mentioned.

Even while other men were caring for  
his championship records, Barney was  
a premier money-getter. People go to  
see him because they know he has gone  
through the fence five times and messed  
up several innocent spectators, and a  
man who has that sort of habits is like-  
ly to furnish thrills. They go to see  
Oldfield for the same reason that they  
watch the parachute leap. If every man  
who went up in a hot air balloon came  
down all right the parachute game would  
not be worth 30 cents.

In his new 200-horsepower car Barney  
will probably furnish some new thrills,  
and if he lives to wear this car out he  
will probably get another one of 250-  
horsepower, and so on.

But if anything happens to Barney they  
will place on his tombstone a short sen-  
tence which will explain matters thor-  
oughly:

"Barney Oldfield. HE WAS GOING  
SOME!"

And it will be a mighty poor comfort  
to Barney's friends to know that he was  
setting a new record when the nut came  
off.

Stan Ketchel Picks Jack  
Johnson to Win From Jef

Middleweight Champ Aims

Harroun to Go After  
Records on Saturday

# DUNSTING TIRES HALT OLDFIELD IN A DASH TO SET RECORD

Goes After De Palma's 5-Mile  
Mark at Motordrome, but  
Rubber Explodes Before He  
Can Score, Although Ahead

## ENDICOTT SETS WORLD'S PACE FOR TEN-MILE RACE

Best Event of the Day Is Won  
by the Shadow of a Hair in  
Thrilling Finish That Brings  
Cheering Crowd to Its Feet

Barney Oldfield yesterday made two desperate attempts, at the very risk of his life, to beat the world's five mile speedway record, established at the motordrome on Friday by Ralph De Palma in his 190 h. p. Fiat.

In the first of these two sensational efforts, Oldfield drove his car to approximately the limit of speed—so fast that before the third mile had been completed his tires had exploded in a shower of rubber and canvas that rose twenty-five feet in the air. In the second attempt he refrained from such terrific speed and came within nine-one hundredths of a second of equalling the De Palma score, and that margin was lost because at the very close of the trial a tire was blown into atoms.

### Fails to Beat Oldfield's Mark

De Palma, on the other hand, went out to lower the new world's speedway record for a mile that Oldfield had made the day before. With a flying start he covered the distance in 38:00.35, which did not approximate the 36:00.25 mark set by his rival.

Last evening Oldfield overhauled the "Blitzen" Benz, the streak of lightning that he drives, and announced that today he will go after his own three records for the half mile, the kilometer and the one mile events.

With flying starts, Oldfield is willing to jeopardize his personal safety in these tests, and asserted that he would win his speediest mile in these three events before he sacrificed his tires and his wheels. All international records for these three drivers are held by the famous speed king.

### Ford Outfoots Oldfield

Of the events yesterday in the racing tests, perhaps the most interesting was the five mile handicap that had been postponed from Friday. In this event there were entered eight cars of as many makes, and as many classes, and all given proper placement by the officials of the A. A. A. The first place was captured by the little Ford car, entered by Roger Stearns of the Standard Motor Car Company, and driven by L. J. Hampton. The Stoddard-Dayton, Al. Livingston driving, was second, and Barney Oldfield, the only scratch man, was third. Oldfield had overlapped his competitors in a wonderful way, considering his delay start from scratch, but from the very first the Ford kept in the lead.

In the ten mile free-for-all race the two chief contestants were George Robertson in his Simplex, and Caleb S. Bragg in his Fiat. The two kept side by side for the greater part of the distance, but at the

# FIAT-BENZ RACE AT DAYTONA OR NONE

Claims Offer at Los Angeles  
Is Myth—Two Sides  
to Question.

DAYTONA, Fla., March 5.—One hundred and fifty miles an hour is the speed which will be attached by the winner of the one mile world's straightaway championship on the Daytona Beach during the 1910 speed carnival, to be held March 22, 23 and 24, according to a startling prediction made by Hemmery, the great French driver.

In a letter to Barney Oldfield the noted automobilist, who is the new owner of the 200-horse power Benz, with which Hemmery drove a mile over the Brooklands track in England at the rate of 133 miles an hour, the intrepid Frenchman tells Oldfield that 150 miles an hour speed can be made if his instructions as to gearing and adjusting the carburetor are followed. Hemmery knows the Daytona Beach well and the big Benz was built for him to eclipse the record of Nazzarro, the Italian who had previously attained a speed of 121 miles an hour on Brooklands.

Hemmery cautioned Oldfield to work out on the beach with the car for at least two weeks and to have wind shields for his head and body before he attempted to open the monster to its limit.

The local automobile officials are very hopeful of having the Benz-Fiat match decided at Daytona. According to Oldfield the \$5,000 purse and \$1,000 cup which the Fiat side claims has been offered by the Los Angeles board track promoters, is a myth. Propositions were made to pay Oldfield a stated amount and his expenses and De Palma was also to get a certain sum for going to the coast. It is said that the aggregate was to have equaled about \$5,000, and after the talk of the big race came up, the promoters simply added a \$1,000 cup and called it a \$5,000 purse.

Oldfield asserts that owner Arnold of the 200-horse power Fiat agreed to race against his Benz in Florida, and the track champion says that the Fiat man will have to make good his agreement and race in Florida or not at all. Barney seems to have the best of the argument as the Florida course is the only one in the world on which two cars can be sent at their greatest speed.

Oldfield has announced that he will positively not to go Los Angeles for the opening meet of the board track and until the racing circuit opens in the east the monster Benz will not be seen in action except in Florida.

In 1904 Oldfield defeated W. K. Vanderbilt, Jr., and his Mercedes with the Winton Bullet, but Vanderbilt captured the record for the fastest mile ever driven in the world up to that time. Since then it has been Oldfield's ambition to hold the mile straightaway record, and this was foremost in his mind when he paid \$14,000 for the big Benz.

### Make Offer to Barney.

LOS ANGELES, March 6.—Regardless of who was responsible for the "stalling" relative to the much-talked-of Fiat-Benz match which seems to have been called off since the bottoms fell out of several alleged "purses," the Los Angeles Motordrome has just come forward and guaranteed a purse of \$5,000 in gold, and a \$1,000 cup to the winner of a match between the 200 H. P. Fiat, and the Hemery Benz, to be held on the new board track, Los Angeles, in April.

The offer is a bona-fide one and the match will take place provided Barney Oldfield, driver of the big German car, is willing to pick up Ralph De Palma's gauntlet and meet him in such a speed battle.

E. W. C. Arnold, the owner of the big car which De Palma will drive this season, De Palma himself, and the Fiat company are all most anxious that Oldfield will accept.

The Los Angeles Motordrome, a few days ago wired New York as

# I'LL GET A CAR SOME SAID BARNEY OLDFIELD HE'S CERTAINLY N

FAMOUS

Fence Smasher Has Come  
Back at Men Who Once De-  
feated Him and Now Has the  
Fastest of Machines

BY C. E. VAN LOAN.  
NEW YORK, Feb. 12.—Barney Oldfield is one champion who "came back," but he does not think Jim Jeffries can do the same thing.

Oldfield is an interesting young man. He started the craze for fast driving on circular tracks—the most dangerous form of alleged sport in the world—and after seven years, 70 accidents and 7,000 inch-breadth escapes, Barney is still in the game, having outlasted four crack racing cars and outlived most of his competitors.

A few weeks ago when in New York, Barney closed a deal for another racing car. This one is to have 200-horsepower and with it Barney hopes to get below the present record of 32 seconds for one mile on a circular track.

Three or four years ago everybody thought that Oldfield was knocking at the door of the down-and-out club. Other men were outriving him on the mile tracks and Barney was finishing in the dust. The king wasn't exactly dead, but it was believed that he was breathing his last.

Barney wouldn't admit it. "I'll get a car some day," he would say. "When I get a machine that can go as fast as I want to drive it, I'll get that record back."

Of course, they laughed at him behind his back and said it was remarkable that a smart fellow like Oldfield didn't realize that he was nerve-broken, and step aside for the younger and better men.

They said that Barney ought to hand that new car stuff to Sweeney. They didn't say this to Barney's face, you understand, for Barney is a rough man with a mitt like a Virginia ham, but not half so soothing to the taste. So Barney kept on trying and finishing second and third and watching the other fellows get the money. He watched a lot of them get a ticket to the Great Garage on the other side. The men who began driving, after Barney showed that it was possible to tool an automobile around a mile track in one minute flat, did not have Barney's luck. One after another they went into the fences or turned over on the turns and their friends said it was a bad game anyway and not worth the fearful tool in human life.

Tien Barney got the new car. It was a fearsome looking piece of work, but it could show its ugly back to all the rest of the track racing cars and Barney took heart again.

Early in the winter he drove one mile on a circular track in the phenomenal time of 32 seconds, bringing the record back home again. The coroner's jury sat up and took notice of this wild performance, deciding at last that it might have been a bit premature in setting aside a slab for the young man.

Of course, Barney will not quit now. A dozen times he has been on the verge of "retirement" from the racing game, but with one winner already in the stable and the 200-horsepower Benz coming up there isn't a chance that Barney will retire until he finds out what this new car can do.

His luck has been "phenomenous, sim-



BARNEY OLDFIELD.  
The daredevil automobile driver  
champion that has come back.

ply phenomenal." On road and track Barney has been taking chances for several years. He is one of the most fearless young men that ever took the steering wheel, and while he has ed spectators, smashed up passes and wrecked a dozen cars, Barney escaped with a few stitches in his head and a few scars on his body.

How much longer will he last? No one knows. He may "get in," as he calls the next time he goes out. Luck de-lays forever, and in the auto game a busted tire or a pinch of dust can mean a "fines" at the end of the driver's record.

Oldfield doesn't risk his neck because he likes to see how close he shave the insider rail. Nothing like that, Barney is as fond of life as most of his age. Perhaps a little more so, because he has had a good time of his present incarnation. He drives racing car because he knows there's another thing on earth at which he can make so much money. Probably he made more money out of the auto game than any three men who came mentioned.

## Stan Ketchel Picks Jack

## Johnson to Win From J

Middleweight Champ Aims  
His Views on Coming  
Big Fight.

Hot Springs, March 5.—Stanley Ketchel, middleweight champion boxer of the world, is at the Springs getting himself in condition for his bout in Philadelphia on the 17th of March. His road work and valuable trophy for Fiat-Benz match.

The sponsors of the Arnold car promptly wired back:

"Your offer special purse and valuable trophy Fiat-Benz match entirely acceptable. Arnold car to be driven by De Palma. Send details and amount of purse."

This brought back the following definite answer:

sists of mountain runs, and these the baths, have already put him in condition. If anybody has a line on son it ought to be this same Michie. This is how he dopes out the Johnson fight:

"Johnson will win. Jeffries can't come back any more than a race can, and it would not do him any it he could. Johnson is a better than Jeffries ever was. He will stay big one deaf, dumb and blind, and finish him up whenever he gets. I think the fight will be a long one. I get through with my Penny fight, I expect to take on Caponi, that, Barney Oldfield, myself and friends are going to take a couple of ing cars and make an automobile around the world, visiting Honolulu and other places on the back of the moon."

## Thrilling Finish That Brings Cheering Crowd to Its Feet

Barney Oldfield yesterday made two desperate attempts, at the very risk of his life, to beat the world's five mile speedway record, established at the motor-drome on Friday by Ralph De Palma in his 100 h. p. Fiat.

In the first of these two sensational efforts, Oldfield drove his car to approximately the limit of speed so fast that before the third mile had been completed his tires had exploded in a shower of rubber and cinders that rose twenty-five feet in the air. In the second attempt he refrained from such terrific speed and came within nine-one hundredths of a second of equalling the De Palms record, and that margin was lost because of the very close edge of the trial a tire was blown into atoms.

## Fails to Beat Oldfield's Mark

De Palma, on the other hand, went out to lower the new world's speedway record for a mile final. Oldfield had made the day before. With a flying start, he covered the distance in 28:00.25, which did not approximate the 30:00.25 mark set by his rival.

Last evening Oldfield overhauled the "Blitzen" Benz, the streak-of-lightning that he drives, and announced that today he will go after his own tape records for the half mile, the kilometer and the one mile events.

With flying starts, Oldfield is willing to jeopardize his personal safety in these tests, and asserted that he would whirl his speediest mile in these three events before he sacrificed his tires and his wheels. All international records for these three drivers are held by the famous speed king.

## Ford Outfoots Oldfield

Of the events yesterday in the racing tests, perhaps the most interesting was the five mile handicap that had been postponed from Friday. In this event there were entered eight cars of as many makes, and as many classes, and all given proper placement by the officials of the A. A. A. The first place was captured by the little Ford car, entered by Roger Stearns of the Standard Motor Car Company, and driven by L. J. Hampton. The Stoddard-Dayton, A. L. Livingstone driving, was second, and Barney Oldfield, the only scratch man, was third. Oldfield had overlapped his competitors in a wonderful way, considering his delay start from scratch, but from the very first the Ford kept in the lead.

In the ten mile free-for-all race the two chief contestants were George Robertson in his Simplex, and Caleb S. Bragg in his Fiat. The two kept side by side for the greater part of the distance, but at the last Robertson forged ahead and completed the run in the remarkable time of 6:25:02 breaking the only world's record for the day.

## Wins by Shadow of a Hair

The long distance race of the day was the five-mile test in which five cars were started. After the first miles had been run the race centered between Bill Endicott and Nik Nikrent. So close did they keep together that at the end of the twenty-fifth mile they were separated in time by only twenty-four one-hundredths of a second. They had covered that distance in 22:00:47. For the first forty-four miles of the race Nikrent was that tripping nigger in the shadow of a hair—in the lead and then by a wonderful coup Endicott struck his wheel the distance of a foot in front of

### Change in Big Cigar Firm

Reach well and the big Benz was built for him to achieve the record of Nazzarro, the Italian who had previously attained a speed of 121 miles an hour on Brooklands.

Hemmery cautioned Oldfield to work out on the beach with the car for at least two weeks and to have wind shields for his head and body before he attempted to open the monster to its limit.

The local automobile officials are very hopeful of having the Benz-Flat match decided at Daytona. According to Oldfield the \$5,000 purse and \$1,000 cup which the Flat side claims has been offered by the Los Angeles board track promoters, is a myth. Propositions were made to pay Oldfield a stated amount and his expenses and Du Palma was also to get a certain sum for going to the coast. It is said that the aggregate was to have equaled about \$5,000, and after the talk of the big race came up, the promoters simply added a \$1,000 cup and called it a \$5,000 purse.

Oldfield asserts that owner Arnold of the 200-horse power Fiat agreed to race against his Benz in Florida, and the track champion says that the Fiat man will have to make good his agreement and race in Florida or not at all. Barney seems to have the best of the argument as the Florida course is the only one in the world on which two cars can be sent at their greatest speed.

Oldfield has announced that he will positively not to go Los Angeles for the opening meet of the board track and until the racing circuit opens in the east the monster Benz will not be seen in action except in Florida.

In 1904 Oldfield defeated W. K. Vanderbilt, Jr., and his Mercedes with the Winton Bullet, but Vanderbilt captured the record for the fastest mile ever driven in the world up to that time. Since then it has been Oldfield's ambition to hold the mile straightaway record, and this was foremost in his mind when he paid \$14,000 for the big Benz.

**Make Offer to Barney.**

LOS ANGELES, March 6.—Regardless of who was responsible for the "stalling" relative to the much-talked-of Fiat-Benz match which seems to have been called off since the bottoms fell out or several alleged "purses," the Los Angeles Motordrome has just come forward and guaranteed a purse of \$5,000 in gold, and a \$1,000 cup to the winner of a match between the 200 H. P. Fiat, and the Hemery Benz, to be held on the new board track, Los Angeles, in April.

The offer is a bona-fide one and the match will take place provided Barney Oldfield, driver of the big German car, is willing to pick up Ralph De Palma's gauntlet and meet him in such a speed battle.

E. W. C. Arnold, the owner of the big car which De Palma will drive this season, De Palma himself, and the Fiat company are all most anxious that Oldfield will accept.

The Los Angeles Motordrome, a few days ago wired New York as follows: "Inform Mr. Arnold we will be pleased to offer special purses

men were outdriving him on the mile tracks and Barney was flushing in the dust. The king wasn't exactly dead, but it was believed that he was breathing his last.

"I'll get a car some day," he would say. "When I get a machine that can go as fast as I want to drive it, I'll get that record back."

Of course, they laughed at him behind his back and said it was remarkable that a smart fellow like Oldfield didn't realize that he was nerve-broken, and step aside for the younger and better men.

They said that Barney ought to hand that new car stuff to Sweeney. They didn't say this to Barney's face, you understand, for Barney is a rough man with a mitt like a Virginia ham, but not half so nothing to the taste. So Barney kept on trying and finishing second and third and watching the other fellows get the money. He watched a lot of them get a ticket to the Great Garage on the other side. The men who began driving, after Barney showed that it was possible to fool an automobile around a mile track in one minute flat, did not have Barney's luck. One after another they went into the fences or turned over in the turns and their friends said it was a fool game anyway and not worth the fearful toll in human life.

Then Barney got the new car. It was a fearsome looking piece of work, but it could show its ugly back to all the rest of the track racing cars and Barney took heart again.

Early in the winter he drove one mile on a circular track in the phenomenal time of 32 seconds, bringing the record back home again. The coroner's jury sat up and took notice of this wild performance, deciding at last that it might have been a bit premature in setting aside a slab for the young man.

Of course, Barney will not quit now. A dozen times he has been on the verge of "retirement" from the racing game, but with one winner already in the stable and the 200-horsepower Benz coming up there isn't a chance that Barney will retire until he finds out what this new car can do.

His luck has been "phenomenous, sim

## Stan Ketchel Picks Jack

## Johnson to Win From Je

## Middleweight Champ Aird

## His Views on Coming Big Fight.

Hot Springs, March 8.—Stanley Ketchel, middleweight champion boxer of the world, is at the Springs getting himself in condition for his bout in Philadelphia on the 17th of March. His road work commands a valuable trophy for Flat-Benz match."

The sponsors of the Arnold car promptly wired back:

"Your offer special purse and valuable trophy Fiat-Benz match entirely acceptable. Arnold car to be driven by De Palma. Send details and amount of purse."

This brought back the following definite answer:

"With guarantees, and expenses Oldfield and De Palma purse equal to \$5,000; trophy value \$1,000. (Signed) Los Angeles Motordrome, Los Angeles, Cal."

It is greatly to be hoped that Oldfield will take this opportunity at the inaugural of the very fast board course for it would mean one of the greatest match races ever known in the history of the sport. F. E. Moscovics, president of the Motordrome, wired from the coast this week that more than 125 men are busily engaged in the construction of the new mile board track which will be completed sooner than was expected. Under Jack Prince's supervision a now scheduled the saucer will be ready for preliminary trouts for the winter cars about March 1st, permitting more than a month's practice prior to the opening date, April 3. Efforts will be concentrated on the track itself at first, following which, work on the long grandstand, pits and garage buildings will be commenced.



**BARNEY**  
The daredevil automobile driver,  
champion that has come back.

ply phenomenal." On road and track Barney has been taking chances for several years. It is one of the most reckless young men that ever took hold a steering wheel, and while he has killed spectators, smashed up passenger and wrecked a dozen cars, Barney has escaped with a few stitches in his neck and a few scars on his body.

How much longer will he last? Nobody knows. He may "get in," as he says the next time he goes out. Luck doesn't last forever, and in the auto race game a busted tire or a pinch of dust in the eye may write "finis" at the end of the driver's record.

Oldfield doesn't risk his neck because he likes to see how close he can shave the insider rail. Nothing like this Barney is as fond of life as most men of his age. Perhaps a little more so, because he has had a good time during his present incarnation. He drives racing cars because he knows there is another thing on earth at which he can make so much money. Probably he has made more money out of the auto racing than any three men who can be mentioned.

sists of mountain runs, and these, and the baths, have already put him in good condition. If anybody has a line on Johnson it ought to be this same Michigan. This is how he dopes out the Johnson-fries fight:

"Johnson will win. Jeffries can come back any more than a race horse can, and it would not do him any good if he could. Johnson is a better fighter than Jeffries ever was. He will stab him one deaf, dumb and blind, and finish him up whenever he gets ready. I think the fight will be a long one. I get through with my Pennsylvania fight, I expect to take on Ciproni. After that, Barney Oldfield, myself and a few friends are going to take a couple of months' vacation and make an automobile tour around the world, visiting interesting spots and other places on the back side of the map."

# COULD CROSS COUNTRY IN TWENTY-FOUR HOURS

The Blade presents the first actual photographs of Barney Oldfield and the wonderful machine in which he traveled at the rate of more than 2,000 miles a day at Ormond, Fla., last week. Nothing ever made by man, except a rifle ball, ever traveled so fast before. All records for speed

were shattered. Oldfield, covering a mile in 27.33 seconds. At the rate at which Oldfield traveled he could go from New York to San Francisco, 2,250 miles, in about 24 hours. If there was a road to the moon, a distance of 238,850 miles, it could be traveled in 75 days at the rate of speed which Barney traveled.

## Oldfield, King of Speeders Is Back Again In Form

New 200 Horse Power Car Is Relied Upon by Famous Man to Bring Home the Record Which He Lost After Seven Years on the Circular Track.

By C. E. VAN LOAN.

NEW YORK, March 12.—Barney Oldfield is one champion who "came back," but he does not think Jim Jeffries can do the same thing.

Oldfield is an interesting young man. He started the craze for fast driving on circular tracks—the most dangerous form of alleged sport in the world—and after seven years, seventy accidents and seven thousand hairbreadth escapes, Barney is still in the game, having outlasted crack racing cars and outlived most of his competitors.

A few weeks ago when in New York, Barney closed a deal for another racing car. This one is to have 200-horsepower, and with it Barney hopes to get below the present record of 52 seconds for one mile on a circular track.

Thought He Was All-In.

Three or four years ago everybody thought that Oldfield was knocking at the door of the down-and-out club. Other men were outdriving him on the mile tracks and Barney was finishing in the dust. The king wasn't exactly dead, but it was believed that he was breathing his last.

Barney wouldn't admit it. "I'll get a car some day," he would say. "When I get a machine that can go as fast as I want to drive it, I'll get that record back."

Of course, they laughed at him behind his back and said it was remarkable that a smart fellow like Oldfield didn't realize that he was nerve-broken, and step aside for the younger and better men.

They said that Barney ought to hand that new car stuff to Sweeney. They didn't say this to Barney's face. You understand, for Barney is a rough man with a mitt like a Virginia ham, but not half so soothing to the taste. So Barney kept on trying and finished second and third and watching the other fellows get the money. He watched a lot of them get a ticket to

the Great Garage on the other side.

Got the New Car Now.

The men who began driving after Barney showed that it was possible to tool an automobile around a mile track in one minute flat did not have Barney's luck. One after another they went into the fences or turned over on the turns, and their friends said it was a fool game anyway, and not worth the fearful toll in human life.

Then Barney got his new car. It was a fearsome looking piece of work, but it could show its ugly back to all the rest of the track racing cars, and Barney took heart again.

Early in the winter he drove one mile on a circular track in the phenomenal time of 52 seconds, bringing the record back home again. The corner's jury sat up and took notice of this wild performance, deciding at last that it might have been a bit premature in setting aside a slab for the young man.

Of course, Barney will not quit now. A dozen times he has been on the verge of "retirement" from the racing game, but with one winner already in the stable and the 200-horsepower Benz coming up there isn't a chance that Barney will retire until he finds out what this new car can do.

His "Phenomenous" Luck.

His luck has been "phenomenous, simply phenomenal." On road and track Barney has been taking chances for seven years. He is one of the most reckless young men that ever took hold of a steering wheel, and while he has killed spectators, smashed up passengers and wrecked a dozen cars, Barney has escaped with a few stitches in his scalp and a few scars on his body.

How much longer will he last? Nobody knows. He may "get in," as he says, the next time he goes out. Luck doesn't last forever, and in the auto racing game a burst tire or a pinch of dust in the eye may write "finis" at the end of the driver's record.

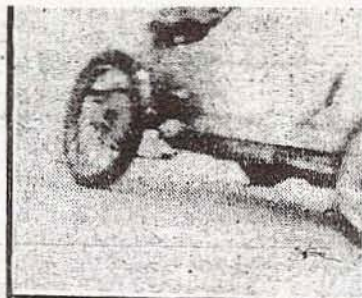
Oldfield doesn't risk his neck because he likes to see how close he can shave the inside rail. Nothing like that. Barney is as fond of life as most men of his age. Perhaps a little more so, because he has had a good time during his present incarnation. He drives a racing car because he knows there isn't another thing on earth at which he can make so much money. Probably he has made more money out of the auto racing game than any three men who can be mentioned.

Always a Money Getter.

Even while other men were caring for his championship records, Barney was a premier money getter. People go to see him because they know he has gone thru the fence many times and messed up several innocent spectators, and a man who has that sort of habit is likely to furnish thrills.



BARNEY OLDFIELD, THE MAN.



C. H. Warner, official timer with his mechanical timing device as hundredths of seconds. Taken Daytona Beach, Florida, especially Front view of Barney Oldfield the torpedo shaped radiator and lance and made such speed possible especially for The Blade. Upper Barney Oldfield in his 200-speed record. Traveling faster than a race car, Florida, especially for

## OLDFIELD SHATTERS THREE MORE RECORDS

Clips Nearly 3 Seconds Off  
Two-Mile Mark; Going  
in 55 87-100.

Daytona, Fla., March 24.—Three new records were set Wednesday by Barney Oldfield in the second day's racing of the Florida East Coast Automobile club before a crowd of 10,000 spectators.

Oldfield's first record performance was in the time trials for the world's record for one kilometer. Driving the Benz car, he covered the distance in 17 4-100 seconds, breaking Hemery's British record of 17 76-100 seconds.

After this event Oldfield drove a six-cylinder Knox car over the one-mile course, to establish a record for stock cars, and he made the distance in 40 25-100 seconds.

Then came the star performance of the day, when he drove the 200-horsepower Benz across the line in the two-mile "speed king" race in the remarkable time of 55 87-100 seconds, clipping 2 53-100 seconds off Demogest's Darracq record, made here in 1906. When the time was announced round after round of cheers went up for the dare-devil rider.

In the two-mile trial Oldfield beat George Robertson, Davis, Bruce Blown, Ben Kersher and several other contestants.

Gus Grossjean, in a Pope-Hartford, won the ten-mile Florida championship in 9 minutes 41 seconds. Bond, the only other entry, driving a Robertson, broke down.

The 10-mile handicap was won by Davis in a Chalmers car. Hotchkiss, with a Pope-Hartford, was second and Oldfield, with a Knox, third.

The 10-mile free-for-all stock chassis race was won by Oldfield in a Knox. Harry Ovendorf, in a Chalmers "40," was second. Time 8 minutes 41 seconds.

Summaries:  
First event, mile world's championship trial against time—Oldfield, Benz, 23 2-5; George Robertson, Christie car, 20:30.

Second event—Oldfield, driving a Knox car, to establish a stock car record for one mile. Time, 40:25.

Third event—Ten miles, Florida championship—Won by Hotchkiss, Pope-Hartford; second, Bond, driving a Stearns. Time, 9:41.

Fourth event, one kilometer time trial for world's record—Oldfield, driving his 200-horsepower Benz, made the distance in 17:04, lowering the previous world's record of 17:76, held by Hemery.

Fifth event, two-mile record trials—Oldfield, driving his Benz, made the distance in 55:87, lowering by about three seconds the previous world's record of 58:45, made by Demogest at Daytona, in 1906.

Sixth event, 10-mile handicap—Davis, driving a Chalmers 30, won; Hotchkiss, Pope-Hartford, second. Time, 12:13.

Barney Oldfield, who spent his early boyhood days in this city, has been making world records in fast automobile driving at Daytona, Fla., this week.

## BARNEY OLDFIELD THREE

Proves Right to Title of "Sweeping the Board"

DAYTONA, FLORIDA, March 24.—"Sweeping the board of the track" today proved speed king by wrecking three world experts long since figured would.

On the hard surface of the horsepower Benz, with which he record at a rate of speed equal today covered two miles in 55.87, previous world's record made by track in 1906. Thirty minutes world's kilometer record of 17.7 Brooklands, England, track. "Oldfield like a meteor and finished the distance established by Oldfield was the 40.35, in a Knox. The previous a Fiat—46.30.

Altho David Bruce Brown, Walter Christie, George Robertson, Ben Kirscher and a number of other well known drivers with fast cars participated in today's races, Oldfield swept all before him with a hurricane of speed and daring that proved

## BARNEY TAKES MORE PRIZE

Beats Stock Car Record for One Mile.

Daytona, March 23.—In the auto races today Barney Oldfield, in a Knox car, won the contest to establish a stock car record for one mile. 11 time was 40 25-100 seconds.

The world's championship tri against time was won by George Robertson in a Christie car. Time was 30 35-100. Oldfield was second in Benz car. Time 25 2-5.

The third event—10 miles, Florida championship, was won by Hotchkiss, with a Pope-Hartford. Second, Bond, driving a Stearns. Time, 9 41-100.

Barney Oldfield, in a Benz car, broke the world's kilometer record in a time trial by covering the distance in 17 4-100 seconds. The previous world record was 17 76-100. A kilometer is 3,280 feet 10 inches.

Oldfield also broke the world's record for two miles in the world's championship two-miles-a-minute speed, kirt race. His time was 55 87-100 seconds.

Exclusive photographs of Barney Oldfield in his record-breaking auto trial.

# HOURS

field covering a  
ds. At the rate at  
celed he could go  
o San Francisco,  
ul 24 hours. If  
the moon, a dis-  
siles, it could be  
s at the rate of  
traveled.

## ers n Form

n by Famous  
1 He Lost  
Track.

the other side.  
Car Now.  
gan driving after  
it was possible to  
around a mile  
flat did not have  
after another they  
is or turned over  
eir friends said it  
anyway, and not  
oll in human life.

he new car. It  
ing piece of work,  
sugly back to all  
c racing cars, and  
again.  
ter he drove one  
track in the phe-  
seconds, bringing  
e again. The cor-  
nd took notice of  
e, deciding at last  
een a bit prema-  
a slab for the

will not quit now.  
as been on the  
t" from the rac-  
one winner al-  
und the 200-horse-  
up there isn't a  
will retire until  
is new car can do  
enous" Luck.

in "phenomenous,  
s." On road and  
en taking chances  
e is one of the  
men that ever  
ering wheel, and  
spectators, smash-  
wrecked a dozen  
caped with a few  
and a few scars

will he last? No-  
ly "get in," as he  
he goes out. Luck  
and in the auto  
t tire or a pinch  
may write "finis"  
lver's record.  
ask his neck be-  
how close he can  
ll. Nothing like  
fond of life as  
Perhaps a little  
has hag a good  
sent incarnation.  
car because he  
another thing on  
an make-so much  
has made more  
uto racing game  
who can be men-

ney Getter.  
men were caring  
records. Barney  
y Getter. People  
se they know he  
ence many times  
cal innocent spec-  
who has that sort  
furnish thrills.



BARNEY OLDFIELD, THE MAN.

## OLDFIELD SHATTERS THREE MORE RECORDS

Clips Nearly 3 Seconds Off  
Two-Mile Mark; Going  
in 55 87-100.

Daytona, Fla., March 24.—Three new records were set Wednesday by Barney Oldfield in the second day's racing of the Florida East Coast Automobile club before a crowd of 10,000 spectators.

Oldfield's first record performance was in the time trials for the world's record for one kilometer. Driving the Benz car, he covered the distance in 17 4-100 seconds, breaking Hemery's British record of 17 75-100 seconds.

After this event Oldfield drove a six-cylinder Knox car over the one-mile course, to establish a record for stock cars, and he made the distance in 40 25-100 seconds.

Then came the star performance of the day, when he drove the 200-horsepower Benz across the line in the two-mile "speed king" race in the remarkable time of 55 87-100 seconds, clipping 2 93-100 seconds off Demogeot's Darracq record, made here in 1906. When the time was announced round after round of cheers went up for the dare-devil rider.

In the two-mile trial Oldfield beat George Robertson, Davis, Bruce Brown, Ben Kirscher and several other contestants.

Gus Grossjean, in a Pope-Hartford, won the ten-mile Florida championship, in 5 minutes 41 seconds. Bond, the only other entry, driving a Robertson, broke down.

The 10-mile handicap was won by Davis in a Chalmers car. Hotchkiss, with a Pope-Hartford, was second and Oldfield, with a Knox, third.

The 10-mile free-for-all stock chassis race was won by Oldfield in a Knox. Harry Ovendorf, in a Chalmers "40," was second. Time 8 minutes 41 seconds.

Summaries:  
First event, mile world's championship trial against time—Oldfield, Benz, 17 4-5; George Robertson, Christie car, 20:30.

Second event—Oldfield, driving a Knox car, to establish a stock car record for one mile. Time, 40:25.

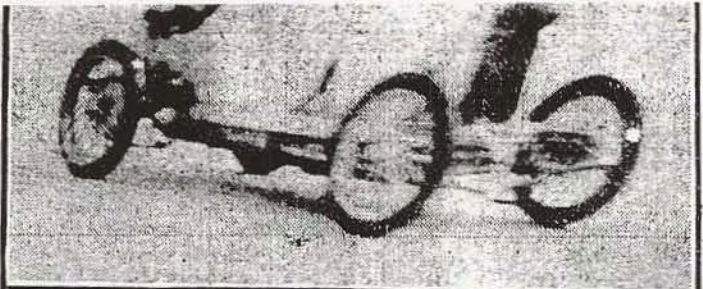
Third event—Ten miles, Florida championship—Won by Hotchkiss, Pope-Hartford; second, Bond, driving a Stearns. Time, 5:41.

Fourth event, one kilometer time trial for world's record—Oldfield, driving his 200-horsepower Benz, made the distance in 17 4-100, lowering the previous world's record of 17 75, held by Hemery.

Fifth event, two-mile record trials—Oldfield, driving his Benz, made the distance in 55 87, lowering by about three seconds the previous world's record of 58 4-5, made by Demogeot at Daytona in 1905.

Sixth event, 10-mile handicap—Davis, driving a Chalmers 30, won; Hotchkiss, Pope-Hartford, second. Time, 12:13.

Barney Oldfield, who spent his early boyhood days in this city, has been making world records in fast automobile driving at Daytona, Fla., this week.



C. H. Warner, official timer of the American Automobile association, with his mechanical timing device, which records on paper strips as fast as hundredths of seconds. Taken while timing Oldfield's record mile at Daytona Beach, Florida, especially for The Blade. Upper right corner.

Front view of Barney Oldfield and his 200-horsepower Benz, showing the torpedo shaped radiator and construction which minimized wind resistance and made such speed possible. Taken at Daytona Beach, Florida, especially for The Blade. Upper left corner.

Barney Oldfield in his 200-horsepower Benz, breaking the world's speed record. Traveling faster than human ever traveled. Taken at Daytona Beach, Florida, especially for The Blade. Lower right corner.

## BARNEY OLDFIELD BREAKS THREE WORLD'S RECORDS

Proves Right to Title of "Wizard of the Track" by  
Sweeping the Board Clean at Daytona  
Beach.

DAYTONA, FLORIDA, March 23.—Barney Oldfield, "wizard of the track" today proved his right to the title of world's speed king by wrecking three world's records including two which experts long since figured would stand for many years yet.

On the hard surface of the Daytona Beach, driving his 200 horsepower Benz, with which he a week ago broke the world's mile record at a rate of speed equalling 131.73 miles per hour, Oldfield today covered two miles in 55.85, about 3 seconds better than the previous world's record made by Demogeot of Paris on the Daytona track in 1906. Thirty minutes later Oldfield drove against the world's kilometre record of 17.76 seconds made by Hemery on the Brooklands, England, track. Oldfield shot past the starting line like a meteor and finished the distance in 17.04. The third record established by Oldfield was the one mile stock chassis mark of 40.35, in a Knox. The previous record was set by Lewis Strang in a Fiat—46.30.

Altho David Bruce Brown, Walter Christie, George Robertson, Ben Kirscher and a number of other well known drivers with fast cars participated in today's races, Oldfield swept all before him with a hurricane of speed and daring that proved that the "old-timer" is better than ever. The consistency of Oldfield's work with his giant Benz shows that no fluke can be held responsible for his great mile record last week. Oldfield will go for the mile record tomorrow and promises a mile at the rate of 140 miles an hour.

### BARNEY TAKES MORE PRIZES

Beats Stock Car Record for One  
Mile.

Daytona, March 23.—In the auto races today Barney Oldfield, in a Knox car, won the contest to establish a stock car record for one mile. His time was 40 35-100 seconds.

The world's championship trial against time was won by George Robertson in a Christie car. Time was 30 30-100. Oldfield was second in a Benz car. Time 23 2-5.

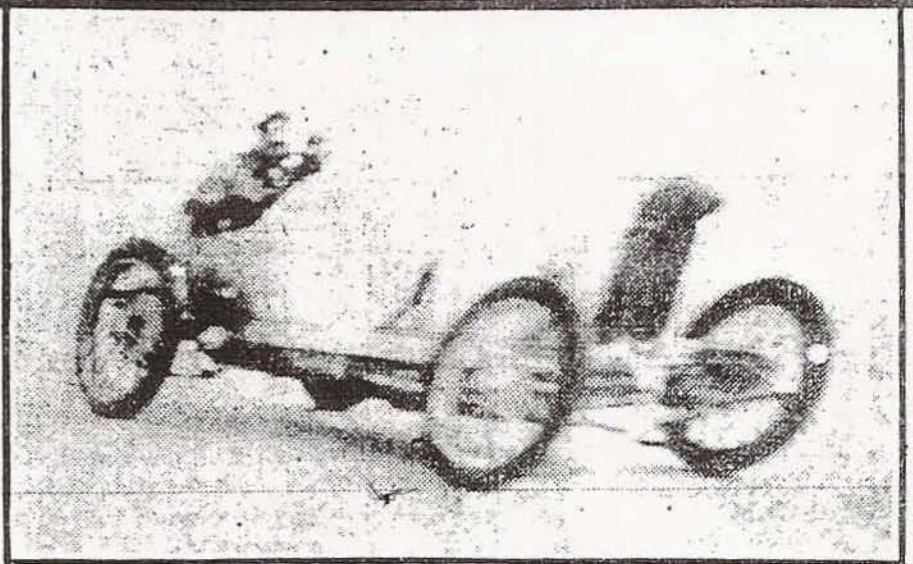
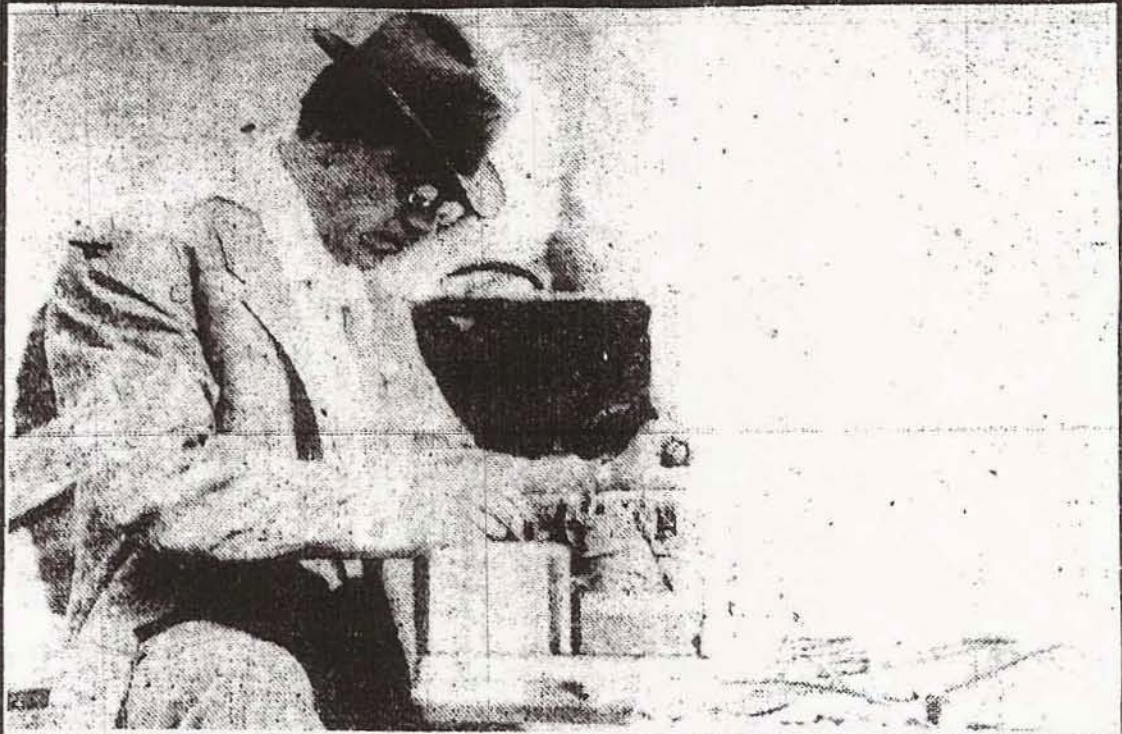
The third event—10 miles, Florida championship, was won by Hotchkiss with a Pope-Hartford. Second, Bond, driving a Stearns. Time, 9 41-100 minutes.

Barney Oldfield, in a Benz car, broke the world's kilometre record in a time trial by covering the distance in 17 4-100 seconds. The previous world's record was 17 76-100. A kilometre is 3,280 feet 10 inches.

Oldfield also broke the world's record for two miles in the world's championship two-miles-a-minute speed king race. His time was 55 87-100 seconds.

Exclusive photographs of Barney Oldfield in his record-breaking auto trial.

# ND THE FASTEST THING IN THE WORLD



BARNEY OLDFIELD, THE MAN.

C. H. Warner, official timer of the American Automobile association, with his mechanical timing device, which records on paper strips as fast as hundredths of seconds. Taken while timing Oldfield's record mile at Daytona Beach, Florida, especially for The Blade. Upper right corner.

Front view of Barney Oldfield and his 200-horsepower Benz, showing the torpedo shaped radiator and construction which minimized wind resistance and made such speed possible. Taken at Daytona Beach, Florida, especially for The Blade. Upper left corner.

Barney Oldfield in his 200-horsepower Benz, breaking the world's speed record. Traveling faster than human ever traveled. Taken at Daytona Beach, Florida; especially for The Blade. Lower right corner.

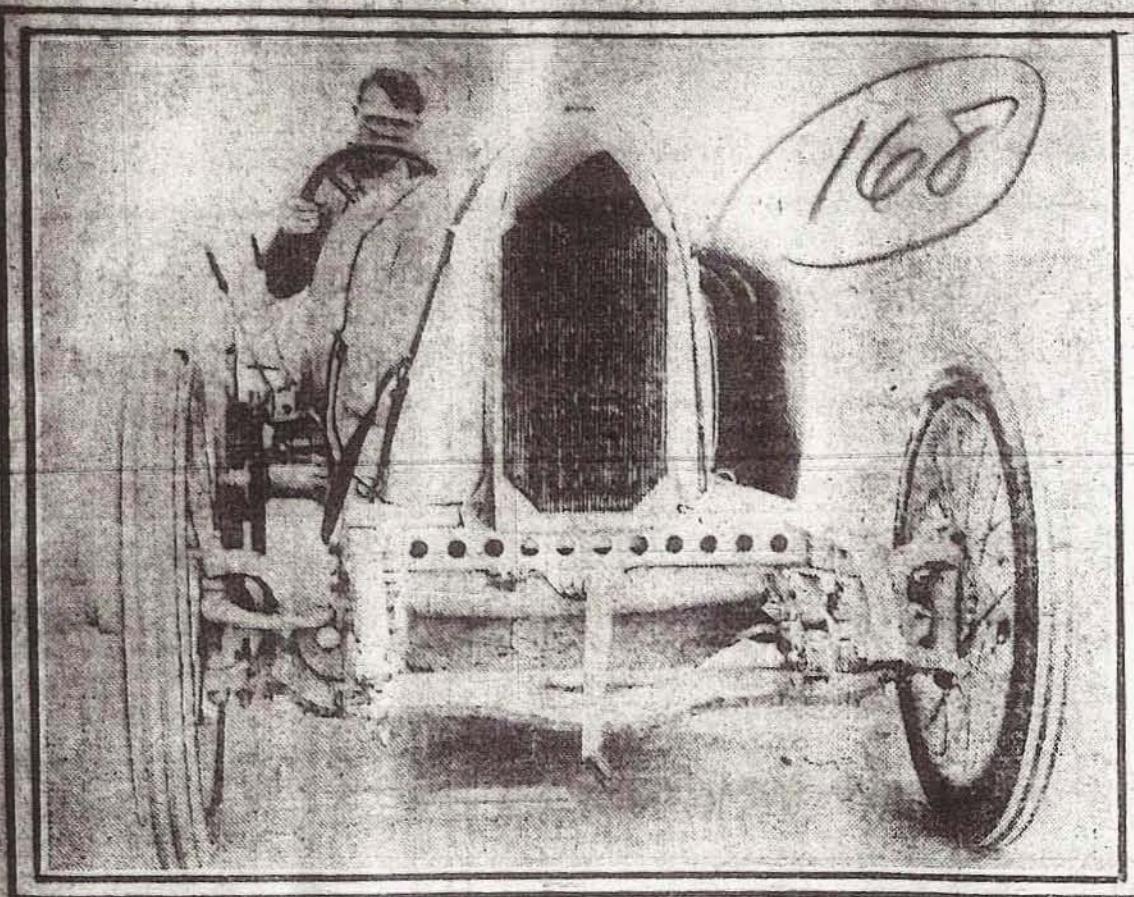
## OLDFIELD SHATTERS THREE MORE RECORDS

## BARNEY OLDFIELD BREAKS THREE WORLD'S RECORDS

Clips Nearly 3 Seconds Off  
Two-Mile Mark: Going  
in 55 87-100.

Proves Right to Title of "Wizard of the Track" by  
Sweeping the Board Clean at Daytona

# BARNEY OLDFIELD AND THE FASTES



PERMISSION OF R. H. LESESNE OF DAYTONA, FLA.

## COULD CROSS COUNTRY IN TWENTY-FOUR HOURS

The Blade presents the first actual photographs of Barney Oldfield and the wonderful machine in which he traveled at the rate of more than 2,000 miles a day at Ormond, Fla., last week. Nothing ever made by man, except a rifle ball, ever traveled so fast before. All records for speed

were shattered. Oldfield covering a mile in 27.33 seconds. At the rate at which Oldfield traveled he could go from New York to San Francisco, 3,250 miles, in about 24 hours. If there was a road to the moon, a distance of 238,850 miles, it could be traveled in 75 days at the rate of speed which Barney traveled.

## Oldfield, King of Speeders Is Back Again In Form

New 200 Horse Power Car Is Relied Upon by Famous Man to Bring Home the Record Which He Lost After Seven Years on the Circular Track.

—BY C. E. VAN LOAN.  
NEW YORK, March 12.—Barney Oldfield is one champion who "came back," but he does not think Jim Jeffries can do the same thing. Oldfield is an interesting young man. He started the craze for fast driving

the Great Garage on the other side. Got the New Car Now. The men who began driving after Barney showed that it was possible to tool an automobile around a mile track in one minute flat did not have Barney's luck. One after another they



BARNEY OLDFIELD, THE MAN.

## OLDFIELD SHATTERS THREE MORE RECORDS

Clips Nearly 3 Seconds Off