

# Benz Car Would Go 160 Miles an Hour If She Would Hold Track, Says Oldfield

**Barney Tells of the Accidents That He Has Been in in His Eight Years of Speed-making.**

## HIS ENTHUSIASTIC SPIRIT

"How many accidents have you had in your eight-year-career of motor racing?" a visitor asked Barney Oldfield at the Speedway.

"Oh, several," answered the holder of the world's record for speed, who will try to smash the record for the mile at the Speedway Monday.

"Bad?"

"Four of 'em were pretty bad."

"Some one hurt?"

"Two killed one time and one other. Yes, I got bruised up pretty bad myself, once."

Now, following is a record of the things that have happened the few times that something has broken while Oldfield was shooting over the earth at fabulous speed:

Eight years ago, his first year of record making, his "900" racing car turned over while he was making something over 70 miles an hour on the Grosse Point track in Detroit. He was thrown out and one arm was hurt. The next year he blew a tire on the "InWton Bullet" on this same track and when through the fence, killing two spectators. He was internally injured and six of his ribs were broken. In St. Louis, with his famous "Green Dragon," in 1904, he was blinded by the dust, went through the fence again, killed two spectators and was laid up two months

ina hospital with a broken ankle and a crushed chest. The same year he went over the top of a banked track at San Bernardino, Cal., with the "Dragon" and sprained an ankle. No spectators were injured. On the DeGrosse track he again went through the fence with the "Dragon" in 1905. His skull was fractured and his left leg bruised.

The same year he took another header through a fence on the Harlem race track in Chicago and escaped with a scalp wound and a bruised shoulder. The "Dragon" again—this again thing stops here—took him into a fence in New Orleans in 1906, but he only sprained an ankle. After that he went into a retirement that lasted three years, and, emerging, crashed into a tree while driving with his wife on a track in Lowell, Mass. He was badly cut about the head, while Mrs. Oldfield was in a hospital a month. Since then he hasn't had a bad accident.

Oldfield is the most modest of persons. It's hard to see why, but it must be. It isn't taciturnity or anything of the kind, because he's perfectly willing to talk on things that don't concern the achievements of Barney Oldfield—4's just plain, barefaced, deep rooted modesty. Moreover, he is clean faced, clear eyed, good looking and a pleasant man to hold conversation with.

These accidents of his—he's unwilling to talk about them, but by dint of much pressure, will—are purely incidental, and, he soberly explains, unavoidable.

"It's lik this," he said. "Of course I don't always go 142 miles an hour—that's his record—but even at a hundred, things come along pretty fast. At a hundred, a broomstick laid across the track will make a car shoot 50 or 60 feet without touching the ground. You can't stick your hand straight out and shift the gears—the wind's too strong for anything like that. You've got to slide it out on an angle. When I tried the other thing, I came pretty close to leaving my best hand behind me. At 130 a broken tire means an acrobatic motor car, with you doing the ground stunts. It's pretty hard to think when you're going that fast. The machine's really going faster than the mind. If there's something in the way half a mile ahead, you've got to start turning right away. A sudden twist of an inch on the wheel would turn you over. Oh, it's something you can't really describe."

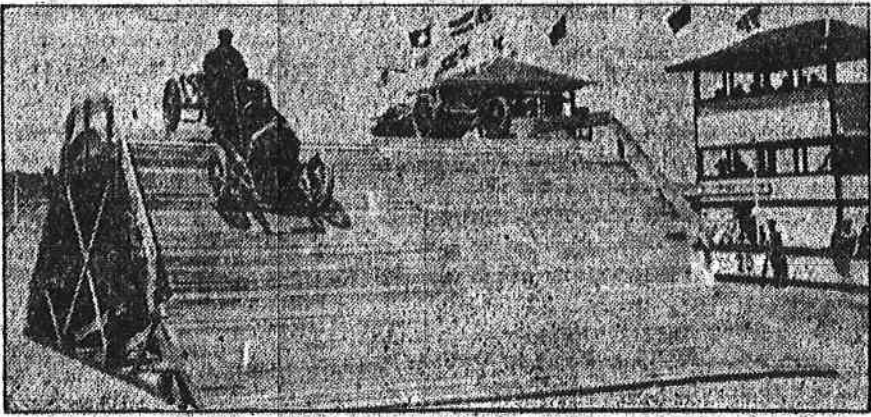
"If you can't, I don't see how any one's going to," commented the visitor, "especially as no one else in the world's ever gone that fast."

"Maybe somebody has," answered Oldfield, "and we just don't know about him." (How's that, when the nearest known record to Oldfield's is 126 miles an hour?)

"Maybe," he went on, "it'll give you some idea, when I tell you that the pressure of a pair of ordinary goggles against my cheeks and forehead was so painful that I couldn't drive until I got a special racing mask. That was when I first tried out the Benz. The Benz car or "Lightning Ben" is the one he broke the record with and uses at present.

"What would happen if anything broke going at 130?"

## CARS IN OVERLAND HAZARD RACE



The Overland, car hazard race was one of the features of Saturday's program. The photo shows one car just after it had made the incline. The other car is fighting its way to the top.

## ENTRIES FOR MONDAY'S RACES

The program and entry list for Memorial day races at the Motor Speedway follow:

Event No. 1—Five miles, stock chassis, 160 cubic inches and under, weight 1,100. Empire (Motsinger), Hupmobile (Gelnow), Herreshoff (Roberts), Hupmobile (Hearne).

Event No. 2—Ten miles, stock chassis, 141 to 230 cubic inches, minimum weight 1,400 pounds. Firestone-Columbus (Frayer), Cole (Edmunds), Cole (Endicott), Fuller (Schwitzer), Warren-Detroit (Miller), Buick (Burman), Buick (L. Chevrolet), E-M-F (Cunningham), E-M-F (Skeggs).

Event No. 3—Five miles, stock chassis, 231 to 300 cubic inches, minimum weight 1,700 pounds. Marlon (Tinkler), Marlon (Anderson), Marmon (Harroun), Marmon (Dawson), Cutting (Clark), Cutting (Disbee).

Event No. 4—Ten miles, stock chassis, 231

451 to 600 cubic inches, minimum weight 2,300 pounds: Entries same as No. 7.

Event No. 9—Canceled.

Event No. 10—Five miles, free-for-all open: National "sixty" (Kincade), National "seventy" (Aitken), Pitt (Bragg), Buick (Burman), Buick (L. Chevrolet), Darracq (Kerscher).

Event No. 11—Ten miles, free-for-all open: Entries same as event No. 10.

Event No. 12—Five miles, free-for-all handicap: Empire (Motsinger), Firestone-Columbus (Frayer), Cole (Endicott), Cole (Edmunds), National (Kincade), National (Aitken), National (Merz), Westcott (Clemens), Jackson (Lynch), Jackson (Switzer), Jackson (Ellis), Fuller (Switzer), Marlon (Tinkler), Marlon (Anderson), Warren-Detroit (Miller), Hupmobile (Gelnow), Herreshoff (Roberts), National (Fousey), National (Greiner), E-M-F (Cunningham), E-M-F (Skeggs), Darracq (Kerscher).

Event No. 13—Fifty miles, Remy Grand Brassard and Grand Trophy cup, stock chassis, 281 to 300 cubic inches, minimum weight 1,700. Bone Hartford (Box) Jack-

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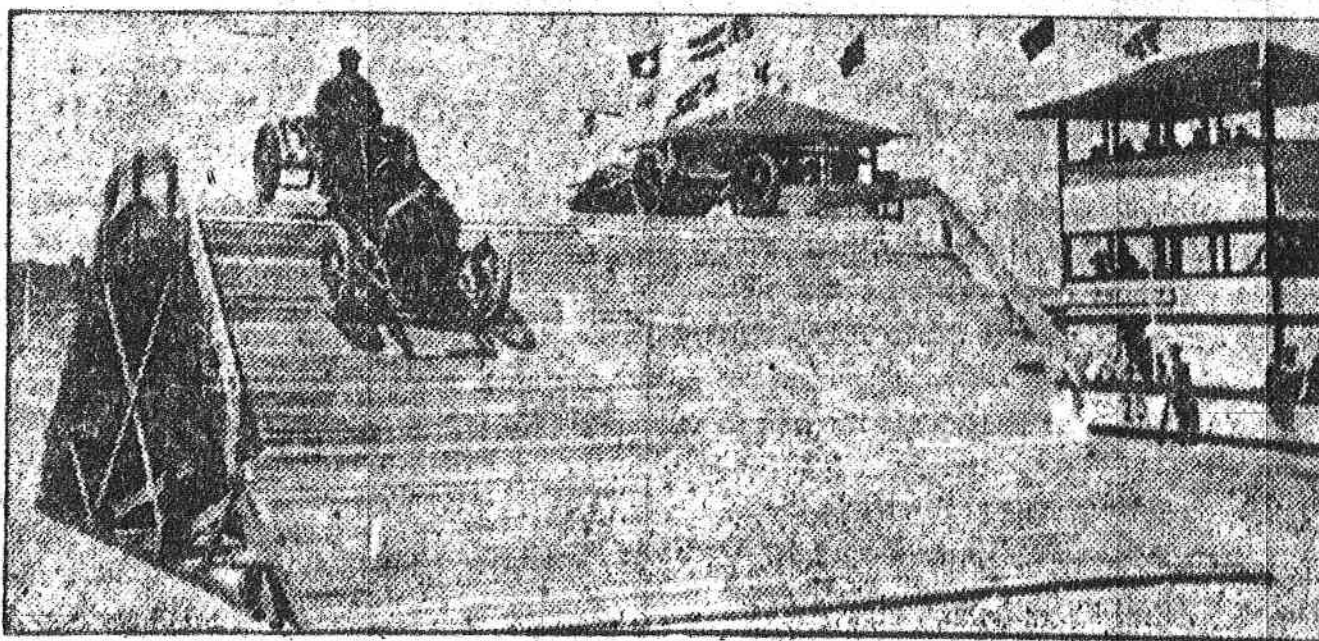
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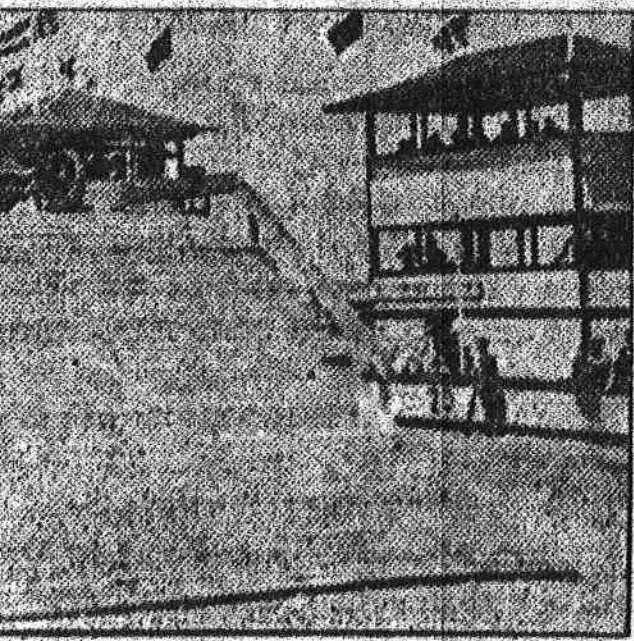
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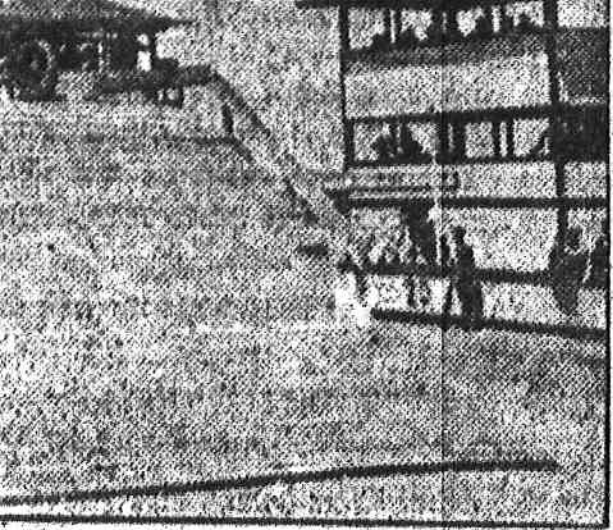
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Event No. 14—Stock cars, Class E; for John A. Wilson trophy, valued at \$150; ated by Mr. John A. Wilson, of Frank- Pa., to be awarded to the stock tour- car that first makes a full mile in one ute or less under regular touring con- ons and carrying four passengers; the test to be confined to cars of not more a 50 horsepower: A. L. A. M. rating; ular touring bodies (not baby tonneau rpedo bodies), tanks full, top on but

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"What would happen if anything broke going at 130?"

"Wait till something breaks and I'll tell you. Say, I could go 160 though in that Benz if she'd hold the track. Man, she'll develop 250-horsepower any time. Believe me, it's the greatest car—" and Oldfield launched out enthusiastically upon the car. And, at the end, you decided that after all, Barney Oldfield's success wasn't due to luck of fate, but to enthusiasm, backed by a good, healthy body and a strong heart.

Automobile Assc  
The 200-mile broad, oil-soake pery, on the trac cut this superfic and ten-mile das plonships were to great field of rals was permi course Sunday, b early Monday. from 160 to 600 placement had hope to exceed t of Friday's and

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