

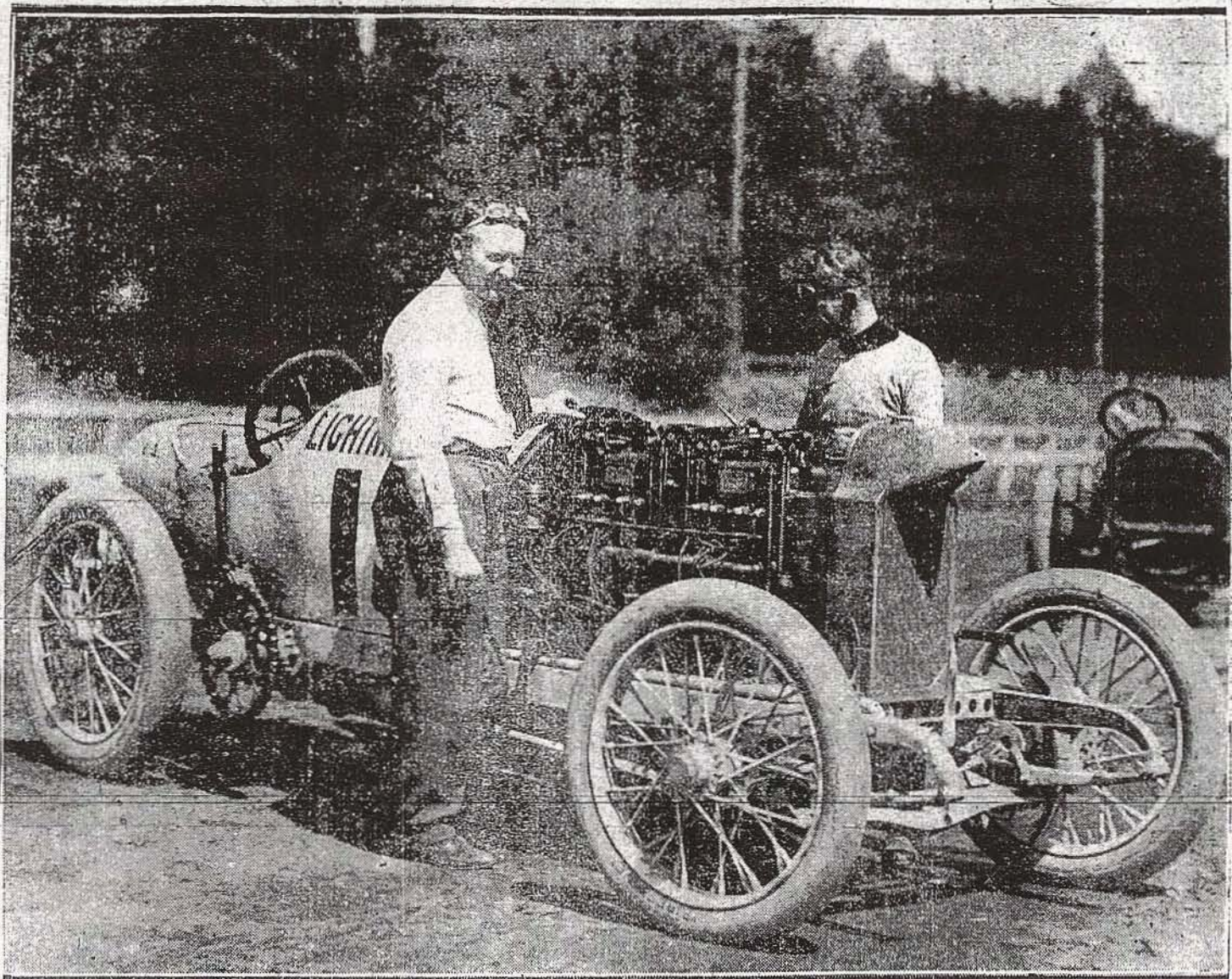
# KING BARNEY AND THE MACHINE THAT HAS MADE HIM THE AUTO IDOL

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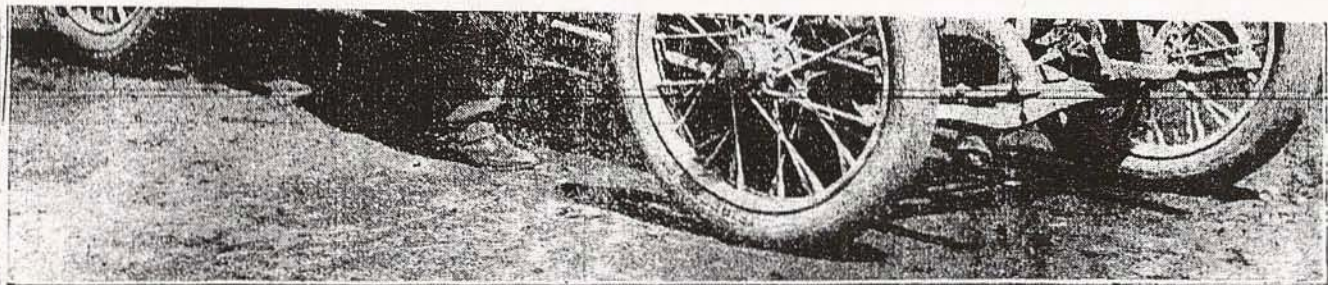
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If Barney Oldfield had not driven in so many of the events in the automobile race meet at Charter Oak Park yesterday afternoon other drivers would have had a good chance of finishing first, provided that they escaped blowouts, wheels coming off, etc. As it was, Barney was pretty much the whole thing. The races were run off promptly, the attendance was much larger than expected, being estimated at over 6,000, and there was but one accident. This put one of the Haupt-Rockwell cars out of commission and it knocked the wind out of the mechanic, Myron Spencer. After a thorough overhauling at the Hartford Hospital last evening, it was found that the sum-total of his injuries was a headache.

### New Tire For Oldfield.

The 50-mile race was well worth seeing, and while Oldfield led all the way, the other drivers kept him going at such a pace that the time for the fifty miles was 51 minutes, 55 seconds. Oldfield's Giant Knox negotiated the miles without a skip or break until the forty-seventh lap, when he discovered a puncture and brought his car to a stop in front of his emergency station, near the grandstand. It required something like a minute to put a new tire on and it was a treat to see the skill shown by the mechanics in making the change. There were no bitter fingers on the hands of the mechanics, and the crowd gave a cheer when Oldfield started off again. But for the accident the fifty miles would have been made in near fifty minutes.

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### The Blitzen Benz.

This Blitzen Benz might be catalogued under the title of concealed weapons for it is a murderous looking instrument. It is protected fore and aft, if they are the technical automobile terms, with brass covers that look like the business end of a torpedo. The car is torpedo or cigar shaped and as the ends of the brass caps come to a point, what the machine would do to a house or a fence in a head-on collision would leave nothing to be desired. All the old automobile grads have cut their initials into the hood of Barney's Blitzen and it is as covered with initials and dates as a table at Mory's in New Haven. Barney is going to have a class reunion some time for all the bugs who have bitten their name on his machine.

### The Accident.

Years ago, at all speed and athletic entertainments, it was customary when some one was injured for the announcer to step in front of the grandstand and inquire if there was a physician in the audience. Then, a young man would vault the railing and look up the injured party. They do things different now. There were doctors stationed all over the course yesterday, an automobile ambulance was in the infield and by actual count there were five undertakers on the spot. There was no hearse there, however, as they have at Wethersfield before they string a man up.

While rounding the lower turn in the thirtieth mile of the 50-mile race, the Haupt-Rockwell car driven by George Mack had a tire blowout. The machine skidded, left the track and the mechanic, Myron Spencer, was thrown out. Mack kept his seat and shut the power off. One of the rear wheels was smashed and that was the only injury to the car. Spencer was picked up unconscious and was supposed to be badly injured.

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### New Knox Cup Racer.

Aside from the racing machines that were used yesterday, the car that attracted the most attention was a 60-horsepower six-cylinder Knox built for the forthcoming Vanderbilt cup race. There were many sightseers about this car, examining its mechanism. Oldfield is to drive the car and he is to begin driving it today. He is to drive from this city to Worcester today, as he is to take part in races there tomorrow, under the auspices of an automobile club. By the time of the cup race he expects to have a good knowledge of the capabilities of the machine.

The post entry in yesterday's races was a four-cylinder Knox that has a history. It was driven yesterday by Ben Kerscher, the Flying Dutchman. This car is the one in which Billy Burke lost his life at the Indianapolis races. It is known as the racing car with the greatest thirst. In the long distance race yesterday the car was frequently stopped while the helpers poured buckets of water into it. The water did not seem to do it much good, for Kerscher was unable to gain upon Oldfield. The official reason for the dropping out of this car in this race was that the water poured into it did not do what was required of it. The Knox cars were the only ones that did not carry mechanics.

### The Pumpers.

Oldfield and Kerscher rode alone, while all the other cars carried two men, a driver and a mechanic. The Knox racers were equipped with automatic pumpers. One of the Haupt-Rockwell cars carried a mechanic who appeared to be pumping all the time. This compresses the air and makes the gasoline flow freely. At Hammerstein's roof garden they milked cows by electricity all summer and this machine should be a good one to pump air into racing autos. A good many supposed that the drivers were carrying passengers along for the purpose of conversation, so they would have some one to speak to during the long grind. Another reason why Oldfield uses an automatic pump on his machine is that it keeps the engine cool. It was used at the Indianapolis race last year and it was used at the Hartford race yesterday.

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The sensations of such speed are overwhelming. The average man naturally quails at the bare thought of facing the terrific wind resistance of more than two miles a minute, to say nothing of attendant dangers incurred by the comet-like flight.

### 300 Automobiles.

When the first event was started, the grandstand and open stand were well filled, there was a fringe of spectators that reached from the lower end of the open stand to the quarter-mile pole. There was something like 300 automobiles in various parts of the field, most of them holding from two to seven people. There were indications of rain shortly after the entertainment began, but the clouds passed away and the sun shone brightly for the distance event. There were touring cars from every city in the state and numerous points in Massachusetts. Among the rank and file the rural regions were largely drawn upon, for there were more country people present than are seen at the horse races.

Bill Pickens, who is managing Oldfield this season, was at the track all day. He is going to Worcester this morning. Pickens introduced auto speeding here with the famous "999" car. This car is now scattered over many junk heaps. L. A. Henry, assistant manager of the Los Angeles Motordrome, was at the track. But one woman was on the track. She rode around a few miles early in the afternoon and at the finish of the 50-mile race, walked down the track to the winning car. It was Mrs. Barney Oldfield. She sat in a box in the grandstand during the racing, wearing a corn-colored coat and a mushroom hat.

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Colt's Band played a concert before the racing and gave some selections during the intermissions. The first event was a two-mile trial by Ben Kerscher, the Flying Dutchman, in his 100-horsepower Darracq, the Vanderbilt cup winner. He made the two miles in 1:46 1-5. Oldfield then drove his Benz a mile in 51 4-5 seconds, and later went a mile in 52 2-5. Oldfield won the five-mile race in his Knox car in 5:27 2-5. The Haupt-Rockwell cars were second and third. The five-mile handicap was won by Oldfield in his Knox in 5:20 1-5. He had a handicap of 10 seconds. Ben Kerscher and his Darracq, starting from scratch, finished second. The Haupt-Rockwell car, with a handicap of seventeen seconds, was third.

The final event was the 50-mile race. The starters were: Knox, Barney Oldfield; Knox, Ben Kerscher; Haupt-Rockwell, Stanley Martin; Haupt-Rockwell, George Mack; Haupt-Rockwell, Edward Ives; Allen-Kingston, Louis Strang. Oldfield was never headed in this race. He made but one stop, when he had a tire changed. The other cars dropped out for various causes with the exception of the Allen-Kingston, which had a walkover for second place. After Oldfield had finished, Strang was the only driver left and he carried Joe Roth, the shirt manufacturer, as his mechanic. Roth refereed a wrestling match here during the winter and he knows about as much of one branch of sport as the

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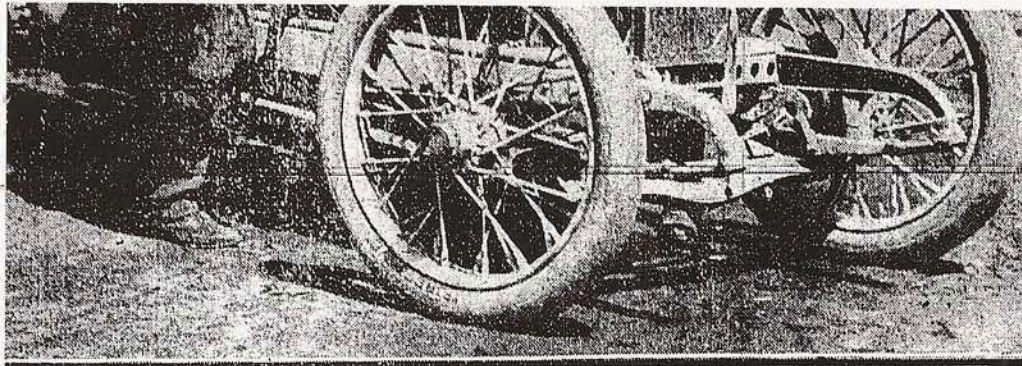
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Haupt-Rockwell, George Mack; Haupt-  
Rockwell, Edward Ives; Allen-King-  
ston, Louis Strang. Oldfield was never  
headed in this race. He made but one  
stop, when he had a tire changed. The  
other cars dropped out for various  
causes with the exception of the Allen-  
Kingston, which had a walkover for  
second place. After Oldfield had fin-  
ished, Strang was the only driver left  
and he carried Joe Roth, the shirt  
manufacturer, as his mechanic. Roth  
referred a wrestling match here during  
the winter and he knows about as  
much of one branch of sport as the

to hang up a couple of new marks  
for the short distance half-mile  
track. And unless he goes thru the  
fence or turns over Oldfield will  
make his visit home one long to be  
remembered in the annals of small  
dirt track racing.

In addition to his record trials,  
the veteran driver will also be seen  
in a couple of races. He will drive  
his Knox giant, the fastest stock car  
in the world.

Ben Kerscher will also be on hand  
to do his share towards closing the  
fair successfully. Kerscher will  
drive his 100-horse power Darracq  
racer.

A half dozen motorcycle races have  
also been planned and several of the  
best two-wheeled motor boys in the  
country will be present to compete.

The first event on the program  
will be run off promptly at 2 o'clock.

## STILL ANOTHER MARK

Worcester, Mass., August 12.—Barney  
Oldfield, established a new record with  
his 200-horsepower Benz car at Greendale  
track here Thursday when he made the  
two laps in 1:39 4-5 from a flying start.  
By this feat he lowered Marlett's re-  
cord of one minute and 11 seconds. Old-  
field also lowered the track record for  
five miles in a Knox car. Louis Strang  
won the three-mile race.

other. All he had to do yesterday was  
to look wise and get a lot of dirt on  
his face. This car that Strang drove  
was formerly a hummer but it has  
been through so many campaigns that  
in the language of the trade, it has  
been shot to pieces. Oldfield's time for  
the fifty miles was 51:55 and Strang's  
time was 53:00.

The only car that was damaged was  
the Haupt-Rockwell that had a wheel  
broken. Minor troubles and tire blow-  
outs caused the other cars to be fixed  
up at different times. One Haupt-  
Rockwell dropped out at the end of  
the twenty-fourth mile and another  
stopped at the end of the forty-fifth.  
Oldfield had lapped all of the cars and  
was an easy winner. He took the turns  
better than the other drivers. He les-  
sened his speed as he approached the  
turns, hugged the inside of the track  
and put on full steam ahead when he  
saw the clear stretch. The other driv-  
ers took wider turns, and in skidding  
over the sharp corners their steering  
wheels shook and their cars rattled,  
while Oldfield made the sharp turns as  
gracefully as a kingfisher encircling its  
prey. While Oldfield was recognized  
as the most skillful driver here yester-  
day, he was also the favorite with  
the stands, and got the lion's share of  
the applause, showing that the auto  
racing patrons do not sympathize with  
the under-dog. Walter Hempel, who  
managed the races, will leave today  
for Worcester to look after the races  
there tomorrow.

Only 900 programs were printed for  
yesterday's meet and they did not last  
long. While the track was specially  
prepared for the racing, it was very  
dusty and the dust clouds indicated  
where the racers were.

## JOHNSON WANTS TO RACE.

He Prefers an Auto Speed Contest  
With Oldfield.

SPECIAL DISPATCH TO THE ENQUIRER.  
New York, July 30.—Five thousand dollars  
of Champion Jack Johnson's money was  
posted today by the pugilist to bind a match  
automobile race at Brighton Beach track  
next Saturday between Johnson and either  
Barney Oldfield, Ralph De Palma or George  
Robertson. Nettled by the refusal of cer-  
tain race drivers to drive against him at  
Indianapolis, Johnson having canceled his  
European engagements, will take this week  
off and devote his time to obtaining a match  
race for \$5,000 a side on Saturday next.

If Johnson's challenge is accepted, the  
race will be held under the auspices of the  
Motor Contest Association, of which E. L.  
Ferguson, of Golden Tour fame, is Presi-  
dent.

Johnson will race over any distance, but  
prefers a 50-mile circuit, as best calculated  
to test the cars and their pilot.