

# OLDFIELD IN DALLAS TODAY

Well Known Automobile Racer  
Arrived From New Orleans.

## GRANTS INTERVIEW

Champion of the Automobile World  
Tells of His Experiences on the  
Track—The Races Saturday.

Barney Oldfield, the well known racing automobilist, accompanied by his wife, arrived in Dallas this morning over the Texas and Pacific from New Orleans, and will have apartments at the Oriental hotel during the remainder of the week. Oldfield appears to be in the best of health, and in conversation with a Times Herald reporter stated he was very much pleased to note the promising weather conditions for the automobile racing events to be held at the Fair Grounds track Saturday, Feb. 25. "This is my first visit to Dallas," said Oldfield, "and as yet I have seen only the part of the city between the hotel and the Texas and Pacific passenger station. I must say that I am agreeably surprised with what little I have seen. The place is often spoken of in all parts of the United States, and I am delighted at the opportunity of visiting here.

"My opinion as to whether or not I will be able to lower any previous records on the Fair Grounds race track? Well, now, that is a hard question to answer, in view of the fact that I have never seen the track, and am unable to tell just how fast it will be on the day of the races. My cars have been ship-

only on two wheels, and must be righted up and straight again before the rim cuts into the track after a tire explodes. Yes, that is the most common accident.

"From the skidding around the curves tires quickly wear out. They also become very hot from the friction of the sliding. This causes expansion as there is a pressure of from seventy-five to eighty pounds of air inside the tires. Yes, it is the tires I fear most—the pinching of the tube, the tearing out at the plugs, and lastly, the explosion from the friction. All these things have to be counted on and then which tire will it be? Damage to the inside front tire would crash you into the inside fence or an outside tire damaged would throw you through the outside fence. Or will the rim cut into to ground and turn you turtle and over a few summersaults as were Arn-tes, Day, Thomas, and poor Croker thrown?

"And then again, if you cannot avoid the fence there is but one way to take it, and that is straight. If you take a fence at an angle there is not much chance of dodging the rails and posts. At St. Louis I took down seven posts with me and almost one hundred feet of fence. Boards were hurled into the street car and injured several with the broken glass, after coming over the high outside board fence. My goggles were broken and I could not see where to steer. At San Bernardino, California, it was different. I knew that I had to take the fence, so I saw a space of a few feet that was clear of boards and I went through. Had I gone through on an angle my car would have turned over, as the track was banked and the outside wheels would have hit the first drop first. At Detroit I went straight through and even steered between two trees not over fifteen feet apart. I saw a few people jump and then felt a jar as my machine hit a poor fellow who was watching the dangerous turn. People know that it is almost fatal to stand on the turn and still they insist on going to that spot to watch the car swerve as it comes into the stretch. Of all the pictures taken under motion, seldom is one ever taken that is not on the turn and I am always looking out for the kodak fiends. Of course I do not count the press photographers in this. They usually take turn pictures but they watch me make a turn a few times before deciding from what spot to take the photo. No, we will not allow any one on the turns here unless they are press photographers and then they will be warned that they are at their own risk, and I will see that this is

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The twenty-mule team, which is now at some point between Plano and Dallas, will be one of the features of the automobile parade tomorrow. This unique spectacle will be seen at the head of the line of "chug-wagons."

In an interview Mr. Oldfield said:

"I think that the greatest glory I ever felt was the day that I drove an official mile in less than a minute, as in doing that performance I simply lived up to what I had predicted, and which, when I predicted it, made me the subject of much ridicule.

"Consequently it could not help but afford me much pleasure when I was able to show that even the other predictions that I made would come to pass. Yes, I believe in two miles a minute, and I hope to be the first man to drive them. What was my greatest race? Well, the hardest man I ever had to beat was an American, and I am glad to say that. The hardest race I ever run was for the American championship. Yes, I worked more earnestly and trained longer for this event than I did for the world's championship at the Empire track, New York, when I defeated Bernin, the champion of France, Satori, the champion of Italy, and Thery, the winner of the last Gordon cup. I knew I could beat them and I did, but in the American contest there was doubt in my mind until I crossed the tape for the last time.

"Yes, I like record breaking and take much pride in my list of records. The marks tried for by the foreigners have been with expensive cars of much greater horse power than mine, and the fact that the American car holds all the world's records on tracks from one to one hundred miles is a great source of pride to me.

"Record breaking I consider more dangerous than competition as it is there that the car is wide open and the turns are being made at the closest angles to save time. A tire rolling off the rim when traveling at this rate of speed means something, and you will realize that when I say that in traveling a mile in 53 seconds, I am making over one hundred feet per second. This puts the object less than one-fifth of a second a way when an accident happens and you can see what that means in the way of thinking fast and acting with judgment in

one ever taken, that is not on the turn and I am always looking out for the kodak fiends. Of course I do not count the press photographers in this. They usually take turn pictures but they watch me make a turn a few times before deciding from what spot to take the photo. No, we will not allow any one on the turns here unless they are press photographers and then they will be warned that they are at their own risk, and I will see that this is enforced by the police. I understand that we will have the best of police protection here. At St. Louis the verdict of the coroner's jury was death caused to bystanders from the improper policing of the track, and since then the police have always been willing to co-operate with us in keeping spectators in the proper place, which is either in the grand stand or near it."

