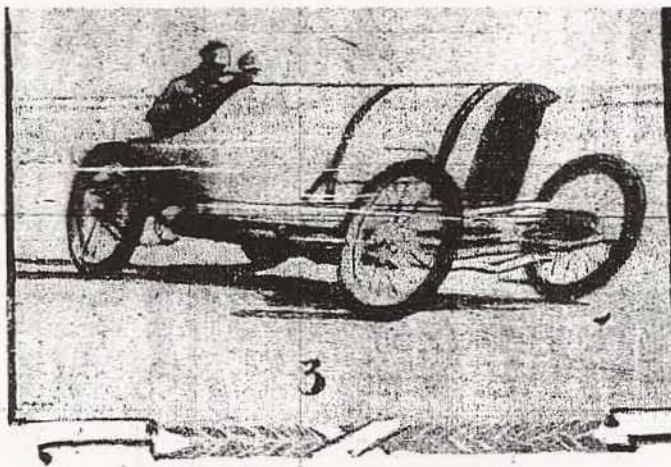


...equal him in expert driving at top speed, as all of the records will show, and this experience has been the basis of the evolution of the mechanism of his high-speed cars, which are the marvel of the automobile world.

The meeting is planned for the middle of May, the date yet to be fixed, and arrangements are completed for the Overland track. The program will consist of motorcycle races and contests among the dealers in automobiles in Denver and among the society folk, who are enthusiasts, are designed to make the meeting one of the foremost of all the historical events that have been pulled off at the track.

Mr. Oldfield's manager, Mr. Sloan, was at Overland yesterday testing the course, and pronounced it under the more modern conditions the best oval track in the country, and promised some startling events with the big cars which will be seen about the streets of Denver a few days before the meetings open.

"Cars these days," he said, "are designed for both gravity and centrifugal force, and this track will enable a careful driver to attain any speed without danger. After you have used up the force of gravity in rounding the curves the centrifugal force is to be reckoned with and the extreme high power cars, also designed to resist the atmospheric pressure, which is a part of the gravity, is gone. Then it is a matter of the swing or, in other words, taking the curves. We are confident to state that we will have cars for which your Overland track will be child's play to make miles in many seconds less than



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I would wait for a particularly good stretch of beach and then I would let the great old car have its head. Down would go the throttle and the spark would be advanced well along. Then we would shoot through space. I would begin to choke, everything before me would become enshrouded in a haze and I would suddenly feel as though I were in the middle of a nightmare about to jump off some mountainous precipice. Then I would shut her down. I had driven faster than humanity ever traveled. Far faster, for 142 miles an hour is almost a million times as fast as it looks in print. That is as near the limit of speed as humanity ever will travel. More powerful automobiles may be built, though it is not necessary for my Benz has never been open, but not even on Daytona beach will that speed be beaten. I stuck to the wheel and kept the car as far open as I could until I felt myself becoming unconscious, another second or so and it would have been all off. Others may talk of such speed, but I am the only man in the world who ever got near the limit of speed.

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Barney Oldfield Loses

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Following are the results: Hislop—205, 195, 231—631; Oldfield—187, 226, 201—614. Referee—Harry Monahan.

HOW IT FEELS TO TRAVEL A MILE IN RECORD TIME

Oldfield Tells Experience of Going Mile Faster Than Any Human Being Ever Went Before.

Daytona, Fla., March 26.—Driving a 200-horsepower Benz, a German-made car, Barney Oldfield covered over the Daytona Beach course on March 16, a mile in 27.32-100 seconds, a speed of nearly 152 miles an hour. A week later Oldfield, driving the same machine over the same course, covered a kilometer, 63-100 of a mile, in 17.4-100 seconds, and two miles in 55.87-100 seconds, attaining a speed of 142 miles per hour during the second mile. Oldfield also drove a mile from a standing start in 40 seconds, which is considered a remarkable performance, combining great skill in operating a car and the speed of the car. All of the above marks were timed by a mechanical timing device under the direction of C. H. Warner, the official timer for the American Automobile association, and the records have been accepted as official by the governing body of the sport.

The car which Oldfield drove had previously made wonderful, almost unbelievable records over the Brooklands, England, three-million-dollar speedway, being piloted by Hemmery, winner of the 1905 Vanderbilt cup race, and one of the great drivers of the world. Since 1902 Barney Oldfield has been considered a great track driver, but age and many accidents were figured by many to have caused him to drop back from the firing line of the daredevil sharpshooters who steer the modern juggernauts for their daddly bread. Oldfield never made a specialty of driving in road races or in high speed trials over straightaway courses, his defeat of W. K. Vanderbilt, Jr. for the world's championship for the mile at Daytona Beach in 1904, being the only try he ever made at the game. So, when the grizzled veteran announced he had purchased the Hemmery Benz for \$14,000, few believed that he would regain the title and crown by driving faster than human or machine ever sped. Only a bullet has ever equaled or beaten the speed attained by Oldfield. Much has been said and written of speed. Here is a story from the pen of the man who alone knows the sensation of flirting with death.

(By BARNEY OLDFIELD.)

I have realized my life's ambition. I have traveled faster than any other person in the whole world. I have shot along the rock-like sands of the Daytona beach at a greater speed than many wise men believed was possible to attain without encountering disaster. Over a million dollars has been spent by different factories and individuals to build cars that would beat the world at the

speed game. You have seen a hungry kid looking into a cookie-laden bakery window with longing and wistfulness written in its face. That's just about the way I stood by and saw other drivers, many without previous reputation, break speed records, and I made up my mind that about the time the other fellow thought the limit of daring and speed had been reached I would go them all one better and speed that speed king crew for all my own. I was playing a mere chance taking and hazardous game, that circular track with fence rails and posts plowing into my anatomy every time I made a "faux pas," as they tried to teach me to say when I was in the show business.

RESOLVED TO SMASH RECORDS.

But it humiliated and nettled me every time some well-meaning person would ask me what speed had been attained with an automobile. Maybe I had just driven a circular track mile in 53 seconds, skidding all over the end of a soft turn, now cheap my 53 seconds seemed to look beside the straightaway fellows' 28 or 29 seconds. Nearly every dollar I possessed was earned with blood, my own blood and attendant physical pain, but it did not take me long to make up my mind to buy the car with which I used to break the world's record for every mark I went after in Florida. I want to go on record as saying that there is only one race course in the whole world that will permit the speed I made. That is the Dayton Beach course. My first trouble upon trying out the car was to get goggles that would allow me to use my eyes after I reached the 100-mile-an-hour gait. My ordinary racing goggles almost gouged my eyes out, the pressure caused by the wind being terrific. After a lot of experimenting I overcame this diffi-



1—How the timing is done. C. H. Warner, official his mechanical timing device, which records on a paper of seconds. Photo taken while timing Oldfield's record. 2—Front view of Oldfield's 200-horsepower Benz, radiator and construction which minimized wind resistance possible. 3—Oldfield in his 200-horsepower car breaking the record faster than any human being ever traveled before caught by the camera. 4—Barney Oldfield, the man. Photographs taken expressly for The Denver Post by R. H. LeSeane.

A. A. A. BANS OLDFIELD; INCLUDES 13 OTHERS

Drivers and Agents Suspended for Year; Karger for 2 Yrs.; Disqualify Ascot Park

NEW YORK, Dec. 23.—As a result of Barney Oldfield's action in competing at an outlaw meet at Ascot Park, Los Angeles, recently the contest board of the American Automobile Association has suspended the former speed king for twelve months. At the same time the board disqualified the 200 horsepower Benz car, the Prince Henry Benz car, the Vanderbilt Benz car and the six-cylinder Racer Giant car from further competition for a year. The board also suspended J. Alex Sioeme, Oldfield's manager; Leslie Henry of Los Angeles; the Pacific Coast Motor Racing Association, who promoted the meet and the Ascot Park track.

George H. Clark, who drove the six-cylinder Knox under the assumed name of E. Z. Martin, was suspended for two years, and E. Roger Starnas, formerly of New York, but now of Los Angeles, agent for the Ford car, was suspended for a year. As were J. R. Kille, Louis Arna, Henry Koch, William Carlson, James Fouch, Harry Butler, E. H. Betchel and Messrs. Williams and O'Leary, the agents for the Petrol and Staver-Chicago cars in Los Angeles.

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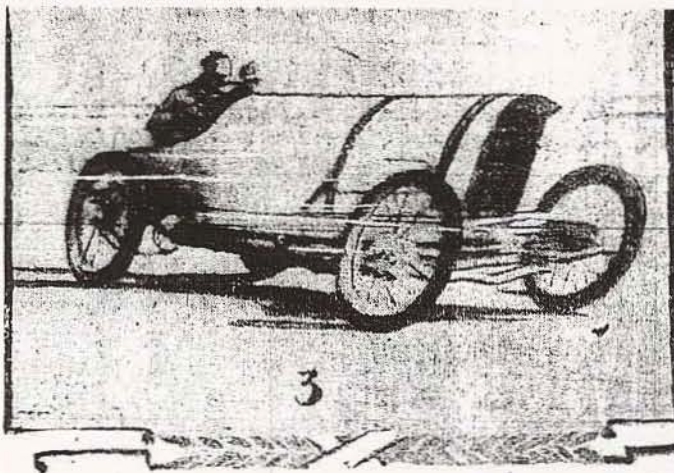
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"Why have they not suspended the Sheepshead Bay track on which the Old- field-Johnson race was run and other tracks on which Oldfield has driven since his sus- pension."

"And what has the contest board of the A. A. A. to say about the charge that over fifty unannounced meets were run in various parts of the country this past season and were participated in by more than one hundred drivers and not a single suspension of track, driver or car was announced by the eagle-eyed contest board."

Frank Chance left for San Francisco on the Owl last night. Frank's new auto- mobile has been shipped from the East to the northern metropolis. In this car he and Mrs. Chance will make the return trip from San Francisco to Los Angeles. It was originally intended that Barney Oldfield should be one of the party, but the "Speed King" is now filling engagements in the South.

Chance made but one reference to base- ball. He said: "The Cubs changed from the best ball team in the world to a bunch of dubs in less than five days. That's the way the Chicago people looked at it. Before the opening game of the championship series with the Athletics, we were 10 to 6 favorites. After we had lost we were treated like a lot of stragglers."

AUTO DRIVER HERE

Ned Crane, of Rhode Island, well-known auto driver, was in town Sat- urday. Crane is the man who beat Barney Oldfield in a Fiat Simplex last season. He is also the winner of the 300-mile race at Lowell, Mass., and also victor in long races at Rochester and Buffalo.