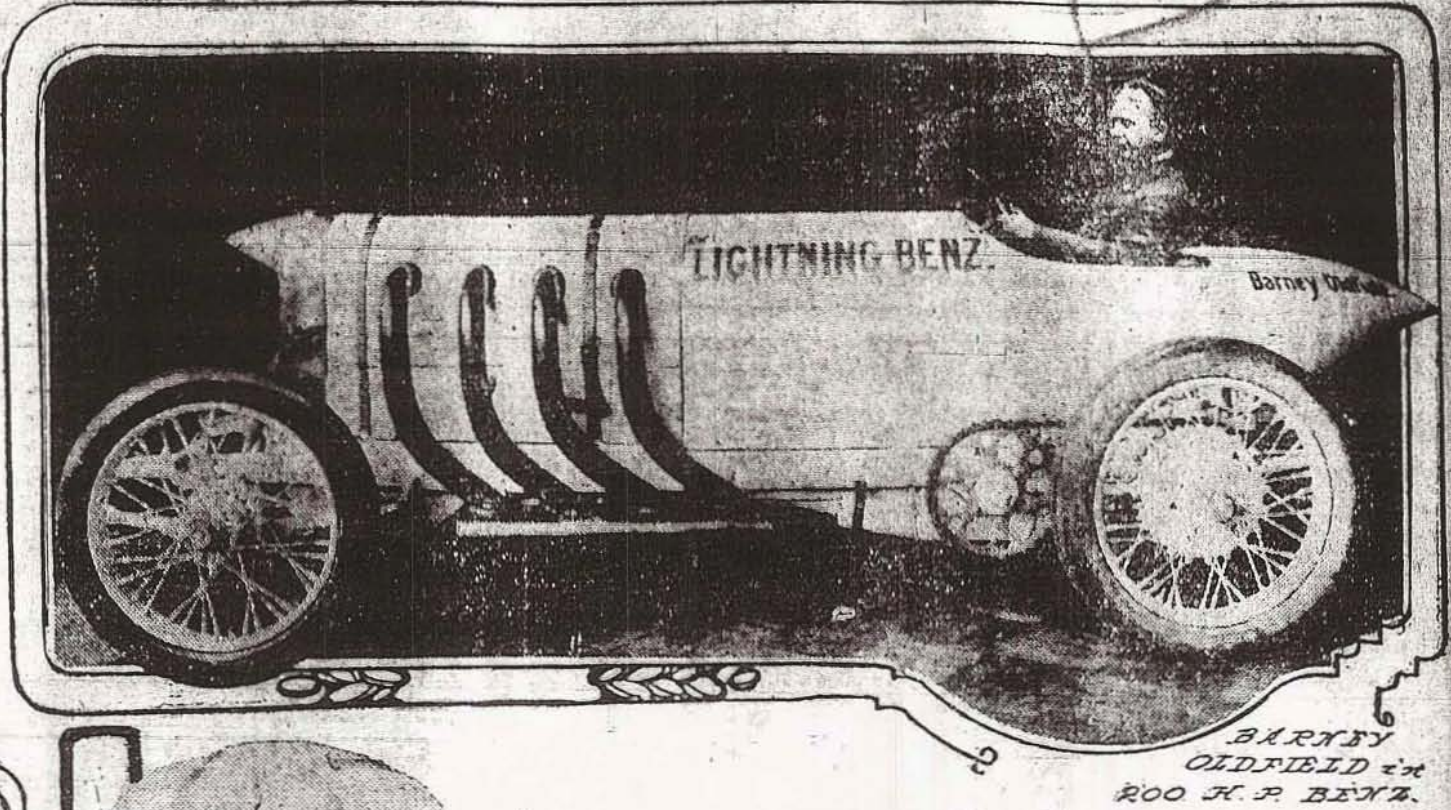


OF OLDFIELD AND DE PALMA

Barney Oldfield, the Speed King, is going to bring his big Benz car to Los Angeles for the motordrome races and promises to "ride until the tires drop off and the wheels burst like egg shells."



J.B. DE ROSIER

is taken This is the "racing face" of J. B. De Rosier, the motorcyclist who rides for fame at the Coliseum today.

Proposed Changes Give Renewed Impetus to Motor Track Racing Here

Motor racing in Los Angeles—both competitions for automobiles and those for motorcycles—is to be put upon a new basis within the next few weeks, and through new phases of forthcoming contests it is expected that a lethargic public will find renewed enthusiasm in the speed tests where men risk their very lives for the intense sport of the thing.

Primarily, importance centers around the opening of the big motordrome next month with the greatest drivers of the world matched on the "dishpan" track. Of little less importance to the motor racing interests is the plan of the Coliseum company to purchase its own motorcycles for race purposes and eliminate the eleventh hour withdrawal of machines, because of the whim of some manufacturer. And as a third incentive to the promotion of eager, clean and thrilling drives is the proposal of Windsor T. White that reforms be made in stock car tests by the agreement that the winning car is to be sold at stock price to any purchaser who presents himself.

With the end of the racing at Ascot Park, under auspices of the Los Angeles Motor Racing Association, it was determined that at the present time the general and very vague public is not aroused by "races" where the entry list dwindles at the last moment to two or three cars that dash madly around the track until an accident occurs to one of them and the result of the speed fight decided. To eliminate this situation and make the stereotyped "money-back-if-not-suited" guarantee, the promoters of the motordrome have al-

known that Barney Oldfield, with his 200-horsepower Benz, will meet Ralph De Palma in the Arnold 200-horsepower Flat—a race that would have been held at Daytona, Fla., some days ago but for an accident, and a contest that attracted international interest. Then the big Christie front-drive racer has been entered and the mooted point of "which is the fastest automobile in the world" is to be settled.

With these cars and the daring drivers turned loose on the circular board track it is figured that the mile world's record and other records will be shattered by several seconds.

Neither the Flat, Benz or Christie cars, fast as they are, hold the world's record yet, as three years ago, in 1907, a Stanley steamer, driven by Marlott, covered a mile in 28.15 seconds at Ormond Beach, while Demogent, in a 200-horsepower Darracq car, covered two miles in the astonishing time of 58.45 seconds, and went so fast that F. Ed Spooner, expert photographer that he is, could only get a shadowgraph picture of the car as it swept down the beach.

A reproduction of his attempt can be seen on this page. So, when a car goes too fast to be caught by the shutter on an up-to-date camera it is certainly going some.

Incidentally, the other records the cars will have to beat are the five-mile record of 2:45.2-5, made by Robertson in a 120-horsepower Benz car, and a ten-mile record of 5:14.2-5, which is equal to a mile in

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TEN MILE EVENT

The Wizard, Moonlight, French

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The Wizard Nearly Equals
His Fast Mile; Others
Try and Fail.

DAYTONA, FLA., March 24.—A drenching midday rain marred the final day's program of the Daytona Beach automobile speed carnival and the 12,000 spectators who had come out with the firm expectation of witnessing a repetition of yesterday's world-breaking record went away soaked and disappointed. No records were broken and the feature of the day's program, the 300 mile race for a \$5,000 trophy had to be cancelled owing to the delay of more than an hour caused by the storm.

In the one mile speed record trials some fast running was witnessed but none of the well known racers were able to approach the record established last week by Barney Oldfield, altho Oldfield himself covered the distance today in 27.88. Summaries:

First event, ten miles stock chassis, 161 to 230 inches, won by Pete Hart in a Buick; Altman in a Hudson, was second. Time, 12:58.

Second event, ten mile handicap, Kirscher, driving a Darracq, won; Oldfield, second; Bond, Stearns, third. Time, 7:21.

Third event, one mile, time trials: Oldfield in his Benz made the distance in 27.88; Ben Kirscher, driving a Darracq, 37.24; Walter Christie driving a Christie car, 33.15.

Ten mile handicap, the second handicap at the same distance today was won by Altman (Hudson), time 12:45; Oldfield (Knox), second; Kirscher (Darracq) third.

For all. Prize, trophy.

10—Twenty miles, handicap, stock chassis, all classes. Prize, cup.

In events Nos. 1 and 2, cars must qualify by covering five miles at an average of 31 seconds to the mile.

In event No. 2, cars must cover the two miles in one minute or faster or no race.

Entry fees—free for all events \$10 each car each event. Stock chassis and handicaps \$5 each car each event.

Entries close March 17, 1910.

Entrants in stock chassis events should be provided with maker's catalogue.

Special Event No. 11—\$300 miles free-for-all. Prize, the \$5,000 W. B. Corset Co. trophy. To be raced for annually until won the second time by same make of car. Entry fee \$100.

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Past Desire Only for Boost

"There has been a constant tendency in the past," declared Mr. Kreamer, "to take out cycles that did not seem to have a chance to win the first prize. Manufacturers have seemingly feared that to lose a race would mean a black eye. They sent in their riders and their machines for the sole purpose of capturing each particular event and getting what they considered 'a boost'—a kind of advertising that they could not otherwise obtain.

So, after tryons and tests of every sort, there remained in the race only the few motorcycles that the manufacturers felt certain would bear off the honors. This has been displeasing to the public and especially to the 3000 motorcycle riders in the county who wanted to see the most general tests.

"We are going to eliminate this feature by the purchase of our own motorcycles, and the best riders whom we have listed will be assigned to pilot machines each Sunday. In other words, we are going to direct the racing on a different basis and not permit the dealers to control the entries. With this change there will come greatly increased interest on the part of those who desire excitement."

In connection with the motorcycle contests, there is to be seen today one of the biggest events of the season when J. B. De Rosier, world champion, meets F. E. Whittier, the Pacific Coast champion, on the Coliseum track. De Rosier was suspended from all tracks in December, but his "time" has been served and he returns to the race field with determination to win new laurels. In the meantime Whittier has been out-riding such men as Ed Luggerfelder, Derkum, Mitchell and Samuelson and believes that in his match with the Frenchman he will not only gain the world's championship but shatter all records for the fastest track in the world. Many other events of note are listed for the day.

Oldfield to Meet De Palma

In connection with the future races at the Motordrome opening April 8, it is definitely

Barney Oldfield has broken the automobile speed record. A southern man has been found with a vermiform appendix one foot in length. This is another record. But can the Mud Hens win the pennant? This is the real vital question.

steamer, driven by Marriott, covered a mile in 28 1-5 seconds at Ormond Beach, while Demogent, in a 200-horsepower Darracq car, covered two miles in the astonishing time of 58 4-5 seconds, and went so fast that F. Ed Spooner, expert photographer, that he is, could only get a shadowy picture of the car as it swept down the beach.

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Motordrome Booms Climate

F. B. Moskovics, general manager of the Motordrome, has returned from New York city, after signaling Oldfield, George Robertson, De Palma and others for the inaugural meet.

"Before I left New York the entire East was agog over the outcome of the Flat Benz match at Daytona," said Moskovics last night, "and the consensus was that it would be the greatest speed battle of the age. Since it was impossible to hold the race all that interest is now transferred to Los Angeles, and there will be tremendous interest in the result.

"The new motordrome has already accomplished a wonderful lot of advertising for Los Angeles, especially in New York. They have waked up to its speed importance, and I was besieged for details about the track and its possibilities. Automobile experts will watch our meet next month closely, and they do not hesitate to predict a new set of records. The idea of racing in the open, and especially on a board track, brought forth a good many ejaculations about California climate.

"A large number of prominent automobile manufacturers and racing experts have arranged to come to Los Angeles for the meet at the new track next month," said MacDonald Purcell, of Indianapolis, the racing driver and technical expert, who is in Los Angeles.

"Among them are George Wheeler of the Wheeler & Schebler Carburetor company of Indianapolis; Carl Fisher, the speedster and ballooning authority; William Brown, vice president of the Overland automobile company; Ernest Moross, manager of the Indianapolis speedway; Dave and Fred Besuden of Cincinnati, both millionaires who drives cars for fun, and a large party from points further east.

"The novelty of racing on a board track has attracted wide attention throughout the racing world in the East, and predictions of a speed of 100 miles an hour for the Los Angeles dishpan are made by men who have never seen it, but who have enough confidence in Jack Prince, the builder, to know that it will be entirely safe."

Ray Harroun, world's champion in the fifty mile event, made a preliminary test of the Del Ray track Thursday and declared that a mile should be made within 25 seconds as soon as the drivers are accustomed to its symmetry.

ND AVE. MA

at the rate of two miles in 58 seconds, was taken
terrific pace that was maintained.

J.B. DE ROSIER

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DAYTONA BEACH RACES MAR. 22-24

At a recent meeting of the board of directors of the Florida East Coast Automobile association it was decided that the 1910 Daytona Beach Speed carnival would be held on March 22, 23 and 24. For several months past it seemed as tho the fastest automobile race course in the world would be abandoned, and it was not until the Benz and Fiat enthusiasts engaged in a controversy as to which of the two Brooklands track cars was the faster, the owners agreeing to decide the question on the Daytona Beach, that the interest was revived. Then the officials and members of the Florida East Coast Automobile association became active in planning for the coming speedfest.

E. W. C. Arnold of New York, owner of the Lewis Strang Fiat, and Barney Oldfield, the track champion, who recently purchased the Himmery Benz, are now arranging details of the proposed match which will be the "piece de resistance" at the March meeting.

There will be four or five races for different classes of cars scheduled each day of the meet, and the Minneapolis, Sir Thomas Dewar, Gold Speed King (two-miles-a-minute) and other rich trophies will be awarded winners of races.

The meeting will be under the sanction of the A. A. A. and Chairman S. M. Butler of the national contest board has been selected as referee.

T. E. Fitzgerald, secretary of the local organization, will have active charge of details of the speed carnival.

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Great Events Carded for Daytona Beach Auto Races

Since the daredevil feat performed by Barney Oldfield in annihilating time and space in a preliminary test of speed at Daytona Beach, Fla., interest increases in the main events which will be pulled off in the great automobile races March 22 to 24. Following is the schedule:

1—One mile against time for world's straightaway championship. Prize, Daily News trophy.

2—Two-miles-a-minute "speed king" race. Free for all. Prize, "speed king" trophy.

3—Five miles free for all. Prize, the Conrad-Oates cup.

4—Fifty miles stock chassis, 161 to 230 inches. Prize, trophy.

5—Fifty miles stock chassis, 231 to 450 inches. Prize, cup.

6—Fifty miles stock chassis, 451 to 600 inches. Prize, cup.

7—Ten miles southern championship. Open to stock chassis owned for 60 days previous to date of race, by resident of southern states.

8—Ten miles Florida championship. Open to stock chassis owned for 60 days previous to date of race, by resident of Florida—permanent or winter. Prize, cup.

9—Twenty miles, handicap, free

If Barney Oldfield wants to travel much faster he will have to get himself equipped with a new