

# BURMAN HAILED AS NEW WORLD'S TRACK CHAMPION



## Why Barney Oldfield is the "Master Driver of the World"

### UP AMONG THE STARS



### Accident to Oldfield's Cyclone in First Mile Spoils Master Driver's Chances

### FINISHES IN COOPER'S CAR

### Barney Meets With More Ill Luck When He Sprains Ankle After Race

TWENTY THOUSAND persons cheered the making of a new world's track speed champion at Ascot Park yesterday, when Bob Burman, in his French ugoot, defeated Barney Oldfield, who was forced to switch from his Fiat "Cyclone" to Earl Cooper's Stutz because of an accident. The time of the race was 45 minutes and 54 seconds in the fifty miles.

Oldfield's ill luck was not confined to putting the speedy "Cyclone" out of the race. After the finish of the contest, when he was trying to jump over a fence, where Mrs. Oldfield was waiting in his touring car, he fell and sprained his ankle. He was placed in his car and a fast drive was made to California Hospital. He was placed in the care of a surgeon and an X-ray plate was made today.

### Two Greatest Drivers

The bringing together for the first time in their long careers of the two greatest track drivers revived the Ascot festival of other days. It was the largest crowd that ever squeezed through the gates of the old race plant to see a contest, and an hour after the finish of the half-century dash automobiles still were lined up inside waiting to pass through the exit. The immense crowd which cheered two speed masters through the entire fifty miles of the race did not see the world's mark smashed was due, experts are sure, to the accident which put the "Cyclone" out of the running in the first mile of what was to have been the race. In the "Cyclone" in both it and the gear would have been extended to limit, and the result would have been much lower than that of 45.32, held by Ed Dishaw.

### Man's Fast Time

As an indication of the speed which it has been made, Burman in his new car turned the track in the remarkable time of 58 seconds, flat, from the starting line. In several of his laps he circled the track in from 52 to 55 seconds, but he was not forced to realize the car to the limit. The Stutz of Cooper was not geared for fast track work, having been changed to town work by the driver after the first race. Cooper, as a spectator, took the car to the track and quickly fitted it to its use when Oldfield had a pin in the timing gears of the "Cyclone" on the upper turn when trying to overhaul Burman, who has gained several feet by springing away from the racing line as from a catapult. Cooper informed Oldfield that the Stutz was low gearing, but rather than disappoint the crowd the latter said he would drive it "to the limit." That he is shown by Burman's winning in being only six and one-fifth sec-

### -Devil Oldfield

Oldfield overcame a part of the handicap of the Peugeot's superior speed by driving the most daring and thrilling race in the turns ever seen on a world's track. He made up from two to three seconds repeatedly in the lower driving into it with a speed that caused the car to spin sideways. By taking every chance and taking advantage of every opportunity he tried to keep on even terms with Burman for the first ten miles.

BY AL. G. WADDELL.  
Barney Oldfield is the master driver of the world because he is the most consistent pilot in the motor racing game today. Oldfield is not reckless. He never throws discretion to the winds in order to beat some other pilot in a speed brush. The veteran drives with his head as much as with his hands and feet. As the dean of American racing drivers, Oldfield has gone through more speed battles than any other man now in the racing profession. He has had his accidents and close calls, but never has the veteran met with an accident due to recklessness. In every contest Oldfield drives a conservative race; yet he gets all the speed out of the car possible. In the early days of the racing game Oldfield was called "Wild Barney," but that title was handed out from the grand stands and on advance posters. Oldfield has never earned the title of a wild driver.

Early in the bicycle racing days, when Oldfield was a star peddler, he was a conservative rider and a consistent winner. To Oldfield, consistency means success. Drivers have come and gone, but Oldfield has stayed with the game, and today, after thirteen years of speed driving, he is higher in the profession than ever during his successful career.

After retiring many times, the master driver has always come back. Even this year the consistency title went to Oldfield undisputed. Out of six starts during 1914 Barney has one first, two seconds, a third, fourth and fifth to his credit, with one failure to finish due to a burnt out bearing. One of the prime factors in Oldfield's success is his attitude toward the racing game. The racing profession is a business with the master driver. In every race he enters he intends to get in the money and reap all the profit possible. Oldfield would rather win third place and a \$1500 purse than to lead to the last mile and go out. The hero talk is not appreciated by Oldfield; he wants to produce results from a purely financial standpoint, and this is largely responsible for his great success.

Off the speedway Oldfield is one of the most careful drivers to be found. In the traffic of the city he handles his big Packard touring car with ease, but with the utmost care. Oldfield is as a part of the mechanism of the car while at the wheel. His powerful build gives him absolute control of the car at all times, yet he never takes a chance that might endanger the lives of those in the car or the pedestrians on the street. Even in the great Phoenix road race, which was Barney's greatest victory, Oldfield displayed great caution in passing through the towns along the route, and never once did he take a chance that would endanger the lives of spectators along the course.

With a lead of many minutes, Oldfield drove a conservative race the last day and finished in front, while if he had torn out and tried to lower the time over the difficult roads, it is doubtful if he would have finished where he did in the Cactus Derby. Oldfield's personality is also responsible for a certain degree of his success. With all his success in the racing game he is a likable fellow and is a character in a class by himself. His name is a household word and he is acknowledged to be the most popular of all the speed men, as well as the master driver of the world, the most conservative and the most consistent pilot of them all.

### BARNEY EAGER FOR ANOTHER SPEED TEST

ALTHOUGH suffering intense pain from his sprained ankle, Oldfield's first thought last night was of the race. "I am sorry the 'Cyclone' went out," he said. "I believe the result would have been different had the timing gears not stripped. I am sure the world's record would have fallen. I hope Burman gives me another chance. He drove a great race and deserves the honors he won."

Bob Burman was happy after the race. He had met his greatest speed rival and defeated him. "I will give Oldfield another race," he said. "I want him to be satisfied." Of course, had he had his own car he would have been forced to drive much harder than he did, but as it was he did not loaf very much. After the tire change he had to drive hard and take desperate chances through the heavy dust.

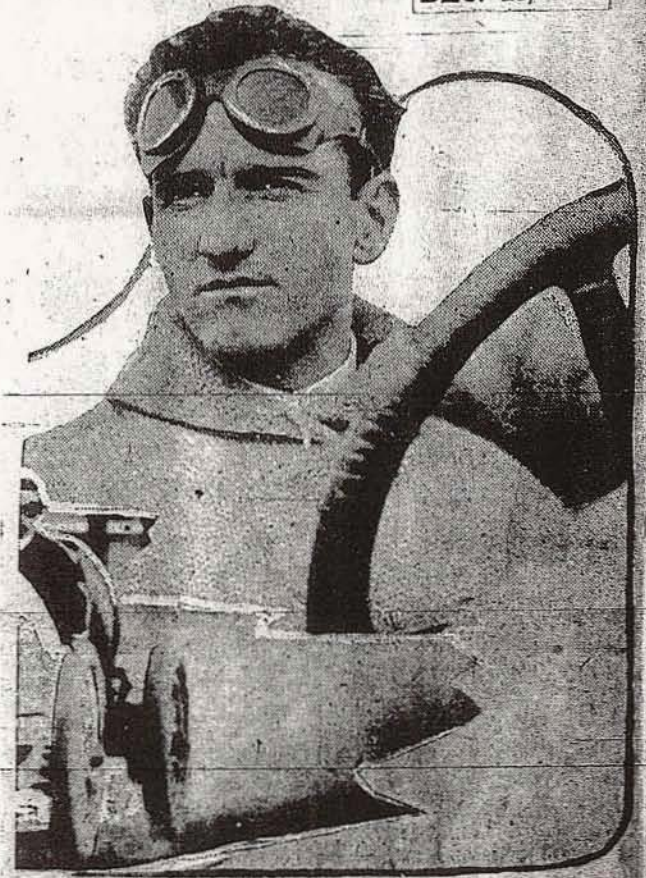
up on the back stretch and was getting the "Cyclone" into high speed on the upper turn, when he suddenly dropped back. Momentum carried him to his place, and the thousands of spectators were calling, "What's the trouble?" There were groans of disappointment as Oldfield climbed out while Hill began an examination of the car.

### Makes Change of Cars

Mentioned Burman had been forced by Starter Lowry, and then the switch was made to the Stutz, after Ed Richenbacher had driven an exhibition mile in the baby Peugeot. Arthur Kiehn, in his King, also made an exhibition drive. After the second start, the two raced together not more than fifty feet apart any time, until the mail caused Burman to stop for a tire change. But for the mail he would have been able to go through without a tire change, another indication that the world's mark would fall with both extending their cars. Oldfield did not have to make a stop.

### A KIND-HEARTED RIVAL

DEC. 28, 1914



Earl Cooper, one of the best-known automobile race drivers in the United States, who generously donated the use of his Stutz No. 8, when Barney Oldfield's Fiat went out of commission at Ascot park for yesterday's match race with Bob Burman. The Stutz made a good showing on the turns, but Burman easily out-



...of an accident. The time of the winner was 45 minutes and 24 seconds for the fifty miles.

Oldfield's ill luck was not confined to the putting of the speedy "Cyclone" out of the race. After the finish of the contest, when he was trying to jump over the infield fence, where Mrs. Oldfield was waiting in his touring car, he fell and sprained his ankle. He was placed in his car and a fast drive was made to the California Hospital. He was placed under the care of a surgeon and an X-ray will be made today.

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The bringing together for the first time in their long careers of the two greatest track drivers revived the Ascot glories of other days. It was the largest crowd that ever squeezed through the gates of the old race plant to see a motor contest, and an hour after the finish of the half-century dash automobiles still were lined up inside waiting to pass through the exit.

That the immense crowd which cheered the two speed masters through the entire fifty miles of the race did not see the world's mark smashed was due, experts declare, to the accident which put the "Cyclone" out of the running in the first mile of what was to have been the race. With the "Cyclone" in both it and the Peugeot would have been extended to the limit, and the result would have been a mark lower than that of 45.32, held by Louis Dishow.

### Burman's Fast Time

As an indication of the speed which might have been made, Burman in his first mile turned the track in the remarkable time of 56 seconds, flat, from a standing start. In several of his laps later he circled the track in from 52 to 54 seconds, but he was not forced to really drive the car to the limit.

The Stutz of Cooper was not geared for fast track work, having been changed for town work by the driver after the Corona races. Cooper, as a spectator, drove the car to the track and quickly consented to its use when Oldfield secured a pin in the timing gears of the "Cyclone" on the upper turn when trying to overhaul Burman, who has gained fifty feet by springing away from the starting line as from a catapult.

Cooper informed Oldfield that the Stutz had low gearing, but rather than disappoint the crowd the latter said he could drive it "to the limit." That he did this is shown by Burman's winning margin being only six and one-fifth seconds.

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Then he began overhauling the fleet-footed Stutz, catching Oldfield on the tape at the end of the forty-fourth mile. He outdid the Peugeot with a mastery that was an oval for him when he held his lead and came roaring out of a cloud of dust at the end of the fiftieth mile to victory. Also there were cheers for Oldfield for his determined race against odds.

### Five Like Team

That Burman was master of the situation up to the time of the tire change is apparent. He was holding his car in reserve, although Oldfield at times was driving him into high speeds. Time after time they went into the curves like cam and then Oldfield would emerge in lead. On the straightaways, Burman still more out in front.

Burman rode the entire race alone, as he had planned to in the "Cyclone." When the switch was made to the Stutz, Frank Hill, Oldfield's mechanic of all year's races, rode with him.

In choosing the style of start, Burman chose the standing start. Burman had an advantage in his gear. Oldfield, however, won the pole, on Starter Frank Lowry dropped the Peugeot. Burman jumped into the lead and rode a dizzy pace. The crowd was on its feet cheering. Oldfield began moving

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This was fortunate for him, as Cooper's car did not have a spare tire. While Oldfield was racing about the track, another car was racing into the city for a supply of tires for Oldfield. Had he been forced to make a change he would have had to wait until his supply reached the track.

### Time of Winner

The time was as follows:

Miles	Minutes	Seconds
10	9	34
20	18	44 4-5
30	28	3
40	38	29 1-5
50	45	24

The timing was done by the Pendleton device so that it would be accepted as official by the American Automobile Association.

In a preliminary race at a mile by youngsters, Harry Hartz defeated Al Menasco.

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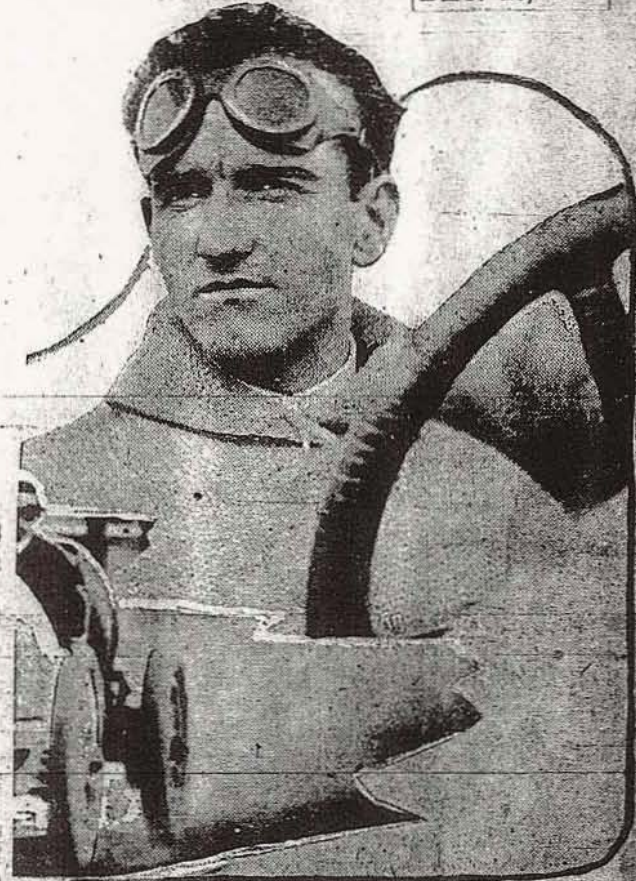
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# BURMAN DEFEATS BARNEY

Barney Oldfield, one of the world's most popular automobile racing drivers, heard himself hissed and hooted by a Los Angeles crowd for the first time in many months at Ascot park yesterday afternoon when his Fiat Cyclone refused to do his bidding in a scheduled 50-mile race with Bob Burman. In a Peugeot, to decide the question of supremacy between these two driving drivers,

The crowd hooted not so much because it disliked Oldfield, but rather because most of the spectators resented being kept waiting in a cold and cheerless grandstand, fairly exuding dirt and dust, while the track officials wrangled and busied themselves with the arrangement of endless and tiresome details.

When the racers finally got started Burman's car shot away from Oldfield's Fiat in a business-like manner, but the first lap proved to be the undoing of the Cyclone. It went out of commission when the timing gears failed and there was another aggravating delay while Oldfield scouted around in an effort to borrow a substitute car.

Earl Cooper donated his Stutz No. 8, in which Oldfield gained some little advantage on the turns only to lose it in the straightaway, where Burman's Peugeot outclassed the wheelbarrow.

With the exception of a punctured tire, which caused him to bustle a bit, Burman's defeat of Oldfield was devoid of anything resembling a real thrill as a direct result of Oldfield's loss of the Fiat car. Burman's time for the 50 laps was 45 minutes and 54 seconds, thus clipping 28 seconds