

Effort May Be Made to Bring Barney Oldfield and George P. Fuller Together During the Former's Visit

BY H. A. FRENCH.

BARNEY OLDFIELD is still on his way to San Francisco and at latest advices will arrive some time early in the week. In a letter to the writer dated on Monday last, his manager, E. A. Moross, stated that his party would be here this week with three cars. These will be the Green Dragon VI, called the fifty-second car, in which Oldfield has made all his recent records; a twenty-four-horse-power stripped car to be driven by Charles Burman, and a fast touring fully equipped car. All will be sent after records in their respective classes.

The arrangements for the meet have not been completed. It is not unlikely that Oldfield will have to give his exhibitions on his own hook. The Automobile Club of California will take up the matter if it can be assured of a meet without financial loss, but does not feel in a position to expend money just for the sake of giving Oldfield a chance to see what he can do. The success of the exhibition given here by Oldfield last year, however, should result in a paying crowd on this occasion, particularly in view of the fact that he comes with a new car and the further fact of the present shaking up of the records and the rivalry between himself and Kiser, the present driver of his old car. At Denver, on his present tour, Oldfield cut the mile record to 0:51 1-5 for the track, and is anxious to put it down to an even fifty seconds.

In view of the fact that George P. Fuller, the local crack amateur and holder of world's records for a twenty-four-horse-power stripped car, is anxious to still further reduce the marks, some arrangement should be made to bring off these trials at the same time with the Oldfield trials. Oldfield has a twenty-four-horse-power stripped car in his stable and

Men's Christian associations have started courses in technical instruction in automobile construction and repair and all have been found successful. A number of these schools are just beginning their second year with increased attendance and improved facilities. Several new schools are being opened. It would be a matter of a good deal of satisfaction to San Francisco owners to have such a school started here. The local Young Men's Christian Association has one of the best educational departments in the country, and in view of the increased demand for technical knowledge on this subject should take the matter up. The co-operation of the local dealers could undoubtedly be obtained and there should be no question of the success of such a course. In addition to the owners who desire an opportunity for a more thorough technical knowledge of their cars than they are now able to obtain there are a large number of young men who would be glad of instruction that would fit them for positions as chauffeurs or as repairers. The owner of a car cannot know too much about his machine. There is the same reason for a thorough knowledge of the characteristics of an automobile as of the characteristics of a horse. No successful horse owner leave the knowledge of his animals entirely to his stable boy, and no owner of a car should depend entirely upon his chauffeur. An owner will save a big sum in repairs by knowing the detail of the construction of his machine, and the best patrons of the automobile schools in the East are the owners.

In view of the stand taken in this column regarding the use of railroad tracks for automobiles, a statement by President Winthrop E. Scarritt of the Automobile Club of America is of interest. Mr. Scarritt holds, as has been maintained by the writer, that the effect of the adoption of the plan followed by C. W. Glidden in his across-the-continent tour would be to largely restrict the proper field of the automobile and rob automobile touring of one of its chief advantages over railway touring. Mr. Scarritt says:

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Oldfield's trouble with the Chicago Club on account of his failure to show up at its meet after sending in his entry has been settled by a fine of \$100. Barney raced in Pittsburg the day of the Chicago meet and the Chicago managers wanted him permanently suspended.

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Automobile traveling on rails with steel-flanged wheels will never be anything more than a fad. A car constructed in this fashion will be useful to railroad superintendents; such cars might take the place of special trains and might with benefit be kept ready at various points to take physicians and others to wrecks, and for many other purposes in which they would be regarded as excellent substitutes for heavier rail-

ing stock, but nevertheless as appendances of a railroad. To attempt to adapt automobiles in general use to such purposes would be to destroy the essential advantages of the automobile.

The essential quality of the automobile is its mobility. It is adapted to all forms of individual transportation. It can skim over the roads, climb mountains, go wherever there is an unimpeded pathway. To attempt to bind it down to two parallel iron bars is to destroy at once its chief characteristic.

Instead of a steel-flanged car traveling on rails there has been suggested the plan of steel plates, flanged, laid over the ordinary roadbeds. The only difference between this plan and the one of

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BREAKING STUNT AT DENVER

Mr. Glidden is that in one case the wheels of the car are flanged and thus restricted to the railroad and rob the automobile of its essential characteristics, while in the other case the road bed is flanged and makes a better road for all classes of vehicles. The automobile, with its rubber-tired wheels, can be run over it at a higher speed than can be attained in such a car as described by Mr. Glidden, and the automobile can leave it at any point and take to the by-paths and home roads. Such a scheme of road improvement has been under discussion for several years and a year and a half ago Mr. Schwab donated half a mile of steel plates for a test. These were flanged, twelve inches wide, and designed to be sunk below the level of the road.

In view of the many instances in which American automobiles, large and small, have proven their superiority over those of foreign build for use on American roads and the great variety of large and powerful cars which are now being turned out by American makers, it is safe to predict that the importation of foreign machines will decrease very rapidly and in the course of two or three years will be so small as to be scarcely worth considering. Foreign cars of the small types have never obtained a foothold here, whereas small American cars are being sold in every country on the globe, and in competition with the products of the foreign makers in their own country—conclusive proof that American makers have led the world in the manufacture of small cars for some time past. That large American cars have been steadily gaining ground is a matter of common knowledge, and was to be expected. It would be strange, indeed, for American manufacturers of automobiles to be behind American manufacturers of watches, wagons, shoes, bicycles, etc., owing to conditions, first began in the old country, but gradually the American makers caught up to their competitors, overhauled them, and left them far in the rear. So it is with the automobile.

Mainly because the road conditions abroad were unfavorable, the manufacture of automobiles was first started in Germany and France; the bad condition of American roads delayed their manufacture here for five years after it had made great progress in France. This tremendous handicap has been rapidly cut down by the American maker, until now, in six years' time, it can safely be said the best American cars of any given class have passed in merit the best French

In the past two days Barney Oldfield, in his established nineteen new world's automobile track most wonderful performance of the automobile age. Two of the records he made Saturday he broke. He made twelve records Saturday and nine yesterday. Although his machine broke down twice, he 54 2-13 seconds per mile, running thirteen miles.

His fastest mile was in 53 1-5, just 2-5 of a second record, and his slowest was 55 seconds, he taking and last miles.

MILES.	Time.	Record through Sat.
One	55	52 4-5
Two	**1:48 1-5	1:51 1-5
Three	**2:43 1-5	*2:47
Four	*3:36 2-5	3:42 2-5
Five	*4:30	4:37 2-5
One	53 3-5	52 4-5
Two	**1:47 1-5	1:51 1-5
Three	**2:42	2:47
Four	3:36 4-5	3:42 2-5
Five	4:31	4:37 2-5
Six	*5:25	5:32 1-5
Seven	*6:19	6:26 4-5
Eight	*7:14	7:21

The first column shows Oldfield's time Sunday world's records, on Saturday night; the third, the record.

The number of asterisks denote the number of records Saturday and Sunday, the column showing

With the face of a maniac—the automobile face—Barney Oldfield glared at the smoking, whizzing tires of his Green Dragon, and with hands of steel welded to the levers stopped the machine. Ten minutes later he was smiling and unconcerned.

And in two days he had just broken nineteen distinct automobile world's track records, completing probably the most wonderful performance in the history of the machine.

Twice yesterday did he start in his attempt to lower records all the way from one to twenty-five miles; and twice the tires gave out, almost molten, worn down to the floor. The first time he made five miles, establishing a world's record for every mile save one. Then his machine was stopped and new wheels put on.

Again he started, whizzing around with frightful speed, breaking the two-mile and three-mile records, which he had newly made not ten minutes before. The fourth and fifth miles were slower, but in the sixth down came the marks again and when he finished the eighth, stopping at the half-mile post, he had broken the two, three, four, five, six, seven and eight-mile records.

Frightful Speed.

Oldfield's performance was wonderful and practically indescribable. His speed was frightful, spectators held their breath when he came shooting down the stretch and then, before the cheer was fairly started, all craned their necks while the green streak shot around the pole, banked by a cloud of dust and swerving as though it must crash into the fence.

Oldfield took one mile before time was started and when he rushed within a few feet of the judges' stand, almost grazing it, he loosed one hand, waved it in the air and before it was back to its place he was gone.

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The superiority of American machinery and manufacturing methods, which has contributed so largely to the success of American makers in other lines, has undoubtedly done the same for the automobile maker. In the largest French factories, for example, each car is manufactured separately; that is to say, the same crew of men produce each part for one machine, one at a time, and then assemble it. This method was claimed to produce the finest machines, as a large amount of hand work necessarily enters into the construction of each vehicle, but the theory exploded long ago. This method is not only very expensive, but actually detracts from the merit of the product as a whole, which is far surpassed by the American method of making parts exactly alike in large quantities by improved machinery. These parts necessarily be more uniform than hand made parts and consequently the machines produced regularly in American factories are more uniform

With the fact of a machine, the automobile face. Barney Oldfield, at the smoking whizzing race of the Green Goddess, and with hands of steel, with the boys stopped the machine. Ten minutes later he was smiling and unconcerned.

And in two days he had just broken more than fifteen distinct automobile world's track records, completing probably the most wonderful performance in the history of the machine.

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Oldfield took one mile before time was started and when he rushed within a few feet of the judges' stand, almost grazing it, he loosed one hand, waved it in the air and before it was back to its place he was away.

In half a dozen breaths he was around again and again before the judges could shout out: "Fifty miles!" he was back.

To the watchers it was merely a succession of lightning-green flashes before their eyes, a sudden rumble and chug, and then a cloud of dust.

Racing like the wind down the stretch, a cloud of dust was banked behind him, a second later and it covered him from view. With unerring eye he shot the machine past the stand while his manager held out a board with the previous time chalked upon it in one hand and waved the other frantically.

And when his achievement became known and the champion rolled up for the last time a cheer like the roar of the ocean broke forth.

Then they saw a well-built, good-looking young fellow, with a remarkably dirty face and the half-chewed end of a black cigar stuck in his mouth, step out, grin, wave his hand and disappear.

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The automobile races at Overland park surpassed those of the previous day. In addition to Oldfield's remarkable performance, every one of the single events proved interesting and kept the grand stand in a figure of excitement approaching the piques of bygone days.

Pope-Toledo cars entered by the Colorado Automobile company and driven by C. Miller and J. A. Carlson broke two records, making ten miles in 13:22 2-5, the previous ten-mile track record for a road-equipped touring car being 21:00 flat.

Broke Record.

In the third event, after a five-mile race, J. A. Carlson, driving a Pope-Toledo, ran a sixth mile in 1:03 2-5, the record for stock machines at Overland and the fastest mile on record for a stripped touring car of stock equipment.

The first event, a five-mile race for stock gasoline cars, not over 20-horse power, was won by E. W. Swanbrough in a Rambler in 7:48 1-5.

Oldfield appeared in the second event in an attempt to lower the world's record for a mile. He went three miles, making :55 3-5, :37 and :57 3-5 respectively.

The third event, a five-mile handicap match for \$100 a side, was won by E. W. Swanbrough in a Rambler with 85 seconds handicap against J. A. Carlson, the Pope-Toledo man. The time was 6:34 3-5, but after finishing the race Carlson kept on and made the track record.

The fourth event was Oldfield and was, of course, the most exciting event of the day.

A motor-cycle handicap race, five miles, was entered by thirteen contestants and was won by A. E. Cohagan, Lou Sanford getting second.

The sixth event, a ten-mile handicap open, was to have been entered by Oldfield at scratch but he had run out of tires and could not go in.

The race was practically a repetition of the third event between the Rambler and the Pope-Toledo, the Rambler being given a mile and a half handicap. The scratch machine gained a mile and seven-eighths in the race, but was an eighth behind at the finish. The time was 13:04 1-5, but the Pope-Toledo on its twelfth mile circled the track for another record of 1:03 2-5.

Five-Mile Race.

A five-mile race for stock cars of not more than 10-horse power was won by E. L. Mathewson in a Queen.

The last race created probably the most fun. It was for ten miles, open, tonneau cars carrying full load with usual road equipment.

A Pope-Toledo and a Peerless fought it out neck and neck for ten miles. The rear seats of each car were occupied by young women who, as the finish came in sight, waved their handkerchiefs wildly. For the last three miles the Peerless was about five feet in the lead, but on the stretch the Toledo crept up and won by about four feet. The time was 13:22 2-5.