

BARNEY OLDFIELD COMES TO TOWN.

Famous Chauffeur Talks of the
Wonderful Speed of His
Auto.

SPEAKS OF HIS ACCIDENTS.

Declares He Always Has Control Over
The Machine When Going a Mile
In 53 Seconds.

A tall athletic young man, wearing a black Newmarket coat of the latest cut, a black derby, neat dark suit and patent leather shoes, registered at the Knutsford as Barney Oldfield.

On one finger of his left hand blazed a large diamond which the clerk gazed at with constantly growing admiration. Barney wears his many honors with modest

dignity, and has little to say about himself. It needs but a look at the face to convince the bystander that he has the proper qualifications. He has large dark fearless and honest eyes that can assume a look of steel, while his square cut chin and determined mouth give the necessary character to his pleasant face. His muscles are of brass and his step is that of the well trained athlete. To the question of the reporter he had little to say about himself.

How does it feel to ride a mile in less than a minute?

"Well, I cannot answer that, I have become accustomed to racing, by years of experience so consequently have not noticed the rapidity at which miles are reeled off as would the novice taking his first spin around a track.

A professor at the University of Chicago recently said that a man traveling a mile under a minute was traveling at a rate faster than he can think. There may be much in this, but I feel that I at all

traveling at the rate of 56 seconds to the mile, needs more than a brake to stop it. The huge machine weighed 22,000 pounds, and when it crashed through the fence it killed a spectator who was standing there. Few people realize what a mile in less than a minute means. The fastest railroad trains, when they travel 80 miles an hour on the rails, are not going faster than do these machines when I ride them in 53 seconds. And this on a circular track. No matter how fast you may think, you have no control over a machine after the parts from which it is controlled are broken.

second fatal accident. It was in the false start of a five mile event the Louisiana purchase trophy. One of the contestants started about 70 yards ahead of the pole car, which is the leading car, according to the racing rules. The man with the flag was not stationed at his post to advise the contestants that it was not a start and my manager, Mr. Moross, had left his post to advise the clerk of the course that the pole car should take the

time I have perfect control over my machine. True, one has accidents, but it is not that one cannot think while he is having them, I have had two of them and I know that the condition in which my machines were found after, should convince the most skeptical that I had control of the car to the last. At Detroit, when I went through the fence, it was caused by the exploding of a tire on my inside front wheel. The tire rolled off the rim and the wheel collapsed. I cut off my power and put on my brake with so much force as to almost wrench off the axle, but a car

E. A. MOROSS HERE.

Manager for Barney Oldfield Talks of
Records and Accidents.

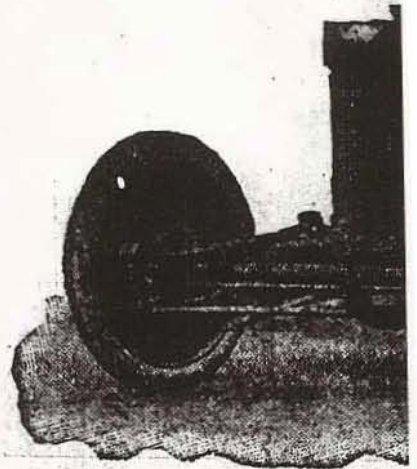
E. A. Moross, who manages Barney Oldfield, arrived in the city today and at once made a trip out to the track to see that it was being put in the best possible shape for records. "I am," said he, "well pleased with it and if Barney does not lower world's records here I will be much disappointed as it will be the only good track that he has not done so upon this year. The management have spared no pains or expense in putting it in the best possible shape for fast time, and with the fastest cars in the world, which we have, and with Barney the greatest driver that the world has ever seen, the meet is all that is necessary to show the desired results. What do I consider as the best condition for a fast track? First of all a hard surface and then a day without too much wind. The altitude of this city seems particularly adapted for fast time so without accident Barney should have no trouble in lowering a few records."

What is the most common cause of accident? "Well, there are several troubles but the greatest of them all is the tire proposition."

In making the turns on the track when traveling miles in less than a minute the machine slides from eight to ten feet. This rapidly wears the tires, and the skidding causes the air in the tires to expand from the heat that the friction causes. When a tire blows up and this is the commonest accident, it requires the greatest skill to avoid the fences.

When traveling a mile in less than 55 seconds the car covers about 102 feet per second; the slightest error in gaging the distance is fatal, so you see what a tire explosion means. Yes, we watch them very closely. The tires are changed after every day's racing, the tires used on Barney's car are of special make and cost \$100 each. Of course there are other possible ways for accidents. There is the breaking or jamming of the steering gear, the breaking of some part of the engine or many other causes that make fast driving a dangerous game. Our machines will reach here tonight by express. As soon as they are unloaded they will be on exhibition.

times and which I have always



unable to answer. I have worked the speed gradually, so do not it as one would who took a fall for the first time.

"In the old days I rode a bicy held the title of champion amateur my State, Ohio, then I drifted into professional ranks; when the was ending I took up the motor racing and owned the fastest in the country, so to get into the mobile racing game after that was natural. In 1900 I started with Cooper to build the first racing mobiles that were racing machines the country. They were the Red Devil and 999. I drove a mile less than a minute and was the man that drove under the minute over two years.

"In 1902 I placed the world's for a mile on a circular track :55 4-5. In 1903 I made the record :54 4-5 at Los Angeles, then world's record about ten days at Denver. One of my miles in a mile trial was checked in :51 4 also lowered all world's records two to twenty miles.

"Yes, it is a dangerous game. tires are the cause of most of the accidents. When traveling at the speed of miles in 55 seconds the from the skidding and sliding on turns quickly wear through and to that expansion caused by the from the friction the tires blow. In Detroit this was the cause of first accident. The tire on my front wheel exploded and the rim into the ground. This caused the to plunge through a fence, kill a spectator, who was standing near St. Louis when I went through