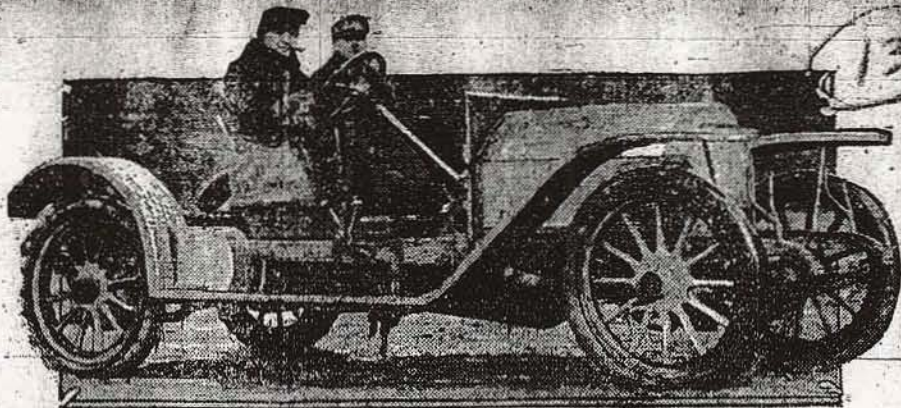


BARNEY AND HIS NEW RACER



the Car Barney Won.

First Photograph of Oldfield and His New Racer.

...races but they will be heard from in the endurance and speed tests of the smaller cars.

Mrs. Oldfield drives the Overland "38," which recently attracted so much attention by its run from Toledo to New York City, making the 817 miles, mostly through mud and rain, in 45 hours.

The car is exactly like the Overland's roadster except that it is finished in white enamel, gold and white leather. It was offered by the Overland as a prize for the fastest mile on the Indianapolis track. Oldfield made the record, in 43 1-5 seconds, in August, won the car and turned it over to his wife.

drawn, and the Bullet made the 5 miles 5:29.

Evening event, 10-mile handicap, open to machines—Won by R. G. Campbell, Winton, 6:30; E. L. Mathewson, Oldsmobile, 7:30, second; E. W. Stranbrough, 8:10 third; Barney Oldfield, Winton Bullet, scratch, fourth.

Light event, 15-mile exhibition by Oldfield, 10 and 15-mile records broken, the relative times of 4:44, 9:32 1/2 and 14:21.

MIX-UP IN OLDFIELD RECORDS

New York, Nov. 2.—Barney Oldfield's records for five, ten and fifteen miles, made at Dover on Thursday of last week in the Winton eight-cylinder international races, will be accepted. On the first part of the news here, Chairman Parlington, the Racing Board, said that no sanction had been given for the meet, and that accordingly the records would not be accepted. He then, however, he has been informed by Secretary Butler, that sanction was asked and granted by wire and that the chairman could be reached by phone, and so was not in need.

Mr. Parlington further says that the Racing Board is ready to consider any protest Oldfield may make against his decision setting the figures made by the Winton at Empire City meet on October 3 in the 5 in which Oldfield was disqualified for a 2 entry. It is argued by sporting critics that the figures were made at a sanctioned meet and that Oldfield's disqualification had to do with the prizes and not at all with times scored. The chairman told a Morning man that he would like this point to be heard and settled by the Racing Board in view of the fact that it is an important precedent that should be determined now once for all.

In view of the new Denver records of 4:44 for 5 miles, 9:32 1/2 for 10 miles, and 14:21 for 15 miles only the intermediate rules between 5 and 10 and 10 and 15 will be affected, and it will be remembered that no intermediate records were taken at Denver and so the Empire City figures, if allowed, will have to stand as the records for those miles. If not, the times made by Grosso and the Mercedes at the Yonkers track will be the records.

No less an authority than Barney Oldfield, boss of the dare-devils, is authority for the statement that the freak track racer is buried in oblivion. "Hereafter racing will be confined to stock cars, capable of being used after they are through racing," says Oldfield.

"We let the foreigners come over here and show us that stock cars, properly built, could accomplish more than our racing cars built especially for one event. We learned the lesson at last. I am through with circular tracks, and hereafter will confine myself to road races and cars that will not have to go to the junk pile after each event."

This wonderful burst of speed came at the close of the most successful automobile racing program that has been introduced to the Northwest and will not be forgotten by any person who was fortunate enough to be a spectator. This quadrangular sweepstakes for five miles was the piece de resistance of a corking program and Oldfield had already beaten De Palma in the Green Dragon, thus qualifying to meet Christie in the finals.

Christie secured the jump on Oldfield's Stearns at the start and after the first turn had been passed it looked as if the front drive car would run away from the big six Stearns. Then Oldfield opened up and at the third mile caught Christie and was running on almost even terms. They were reeling off the miles at about the minute mark and on the fourth lap it was nip and tuck between the two.

FIIGHT TO A FINISH.
On the back stretch of the fifth mile Christie had the lead and it looked like a cinch, but Oldfield, giving his Stearns all the juice she had caught his opponent on the last turn and headed into the stretch slightly in the lead. The big crowd began to yell as the two fire spouters came down the stretch and in the last 200 yards Christie's wonderful machine jumped into the lead and won by a nice margin. It was a spectacular race with a spectacular ending and both winner and loser were cheered to the echo as they came back under the wire.

The time was five minutes flat. But Christie and Oldfield were not the whole show by any means. Ralph De Palma, driving an Allen Kingston, a car little known in the West, did the best and most consistent work of any driver or any car on the track, winning three events in easy style and setting a new mark for stock cars for five miles. De Palma had already won the five-mile race scheduled as Event No. 5 for 40-horse cars from Oliver Crosby's Packard in 5:14 2-5 and when he lined up his Allen Kingston in the five-mile for 60-horse cars it was evident that race was on. Charley Soules, driving Barney Oldfield's 60-horse Stearns, and Derner with the 60-horse Renault, were both in the event and both were out to take the measure of the speedy little New York wagon.

DE PALMA IN LEAD.
At the start De Palma and his Kingston got away first and he was in the lead practically all the way, taking the first mile in 1:23 1/2. The two miles were made in 2:51 1/2 and on the third Soules attempted to take the lead with the result that this mile was driven in pretty close to 35 seconds and ending with the Allen Kingston still in the lead. The fourth mile was also very fast with the Kingston machine running away from both the Stearns and the Renault, and De Palma finished the five in 4:56 3-5, breaking the world's record for the distance for stock chassis cars.

De Palma, not satisfied with these performances, went into the 25-mile race against the same Stearns and the Renault and again made a beautiful winning run with a precision and speed rarely seen on any track and easily was the star performer of the day when the whole program is considered. De Palma was entered against cars of higher horsepower, yet at no time was he in danger and he seemed to be able to handle them as he pleased. In the 25-mile race his only competitor for a time was the Stearns, but Charley Soules lost a lap through a stop for goggles, and finally pulled out of the event. The Renault

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ST. PAUL CAR WINS.

Event No. 7, the Twin City championship event for stock chassis, found Ralph Bagley's Packard representing Minneapolis and Oliver Crosby's Packard for St. Paul. The St. Paul car had a cinch and won, going the five miles in 6:23 2-5.

F. S. Haas, driving an Indian, won first in the second motorcycle event, a 10-mile race and Van Sickle with another Indian was second. The time was 14:67. The Isotta, Fraschl and Corbin cars were at the track, but did not compete. The Corbin car was completely disabled on Tuesday night through the accident to John Matson, while the Isotta broke a crank shaft the same evening. This car with a brazed shaft managed to start in one of the events, but pulled out quickly and was not a competitor.

The races, as a whole, formed the best program of the kind that has been seen in this section. Good management was in evidence, and but few delays occurred. All the races were put on promptly and the greater number of the events were well contested.

A great crowd, which filled the stand and overflowed into the bleachers, evinced great interest in the events. Across the track in the infield was stretched a long line of automobiles, while the grounds of the fair were pretty well filled up with the pleasure machines. No accidents occurred to spoil any of the fun and this race meet ended with every machine practically in as good condition as when it started.

A feature of interest was the appearance on the track of the St. Paul fire engine automobile, built by a St. Paul company. This car did a few turns around the track and was followed shortly after by the St. Paul fire chief in his new Pierce. Summaries:

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Event No. 1.—Five miles, for motorcycles under 20 cubic inches total piston displacement: Indian (Van Sickle) first; Indian (Gudenschwager), second. Time: 7:18 1-5.
Event No. 2.—Ten miles, for motorcycles: free-for-all, Indian (Haas), first; Indian (Van Sickle), second. Time: 14:57.
Event No. 3.—For stripped stock cars, costing \$1.50 or less: Buick (Nyquist), first; Ford (Dewar), second; Buick (Ryan), third; Ford (Hansen), fourth. Time: 5:08 3-5.
Event No. 4.—Stock chassis, 40 horse power and under, five miles—Allen Kingston (De Palma), first; Stearns (Soules), second; Renault (Derner), third. Time: 4:56 3-5.
Event No. 5.—Stock chassis, 40 horse power and under, five miles—Allen Kingston (De Palma), first; Packard (Patterson), second. Time: 5:14 2-5.
Event No. 6.—One mile, flying start against world's record—Christie (Christie), 54 1-5; Stearns (Oldfield), 56 4-4; Green Dragon (De Palma), 58.
Event No. 7.—Twin City championship for stock chassis, five miles—Packard (Patterson), first; Packard (Bagley), second. Time: 6:23 2-5.
Event No. 8.—Sweepstakes for professionals, five miles—First half, Stearns (Oldfield), first; Green Dragon (Derner), second. Time: 6:05 4-5. Second half, Christie (Christie), first; Stearns (Oldfield), second. Time: five minutes.
Event No. 9.—25-mile endurance race for stock chassis, 60 horse power and under—Allen Kingston (De Palma), first; Renault (Derner), second. Time: 25:11 2-5.

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Barney Oldfield's Experience Shows Great Strides in This Line of Manufacture.

"The great advances recently made in tire construction are seldom better illustrated than in the experience of Barney Oldfield, the well known racing man," said W. A. Harshaw, the local Firestone manager recently. "Barney Oldfield has been using Firestone tires exclusively for the past year. He says that only a few years ago he hesitated to go his fastest for only a ten-mile stretch before carefully examining his tires; now he gives his tires very little thought. Last fall he

OLDFIELD SMASHES MORE TRACK RECORDS

LOS ANGELES, Dec. 25.—In a five-mile match race at Ascot park today between Oldfield in a Benz and Kersch in a Darraq, Oldfield broke the world's record for five miles in a competitive event, traversing the distance in 4:35.

Oldfield, driving his Benz car in a race against time lowered the track record for a mile to 52 3-5 seconds. The former record was 53 3-5.

OLDFIELD ADMITS MRS. OTIS BEAT HIM

While stopping off in Cleveland on his way home from San Francisco to New York, Barney Oldfield paid Mrs. K. R. Otis, Cleveland's noted woman driver, a high compliment in an interview published in the Cleveland Press recently.

"I have never had the pleasure of meeting Mrs. Otis, but I know from what she has done with a motor car that she is the best woman driver in America," said Barney. "She beat my record between here and Buffalo in her Stearns roadster. I know what a terrific strain she had to undergo to do it."

"It's hard to believe that anyone could make the drive from Cleveland to Toledo in three hours and five minutes, but I am not surprised that it was Mrs. Otis who accomplished that feat. Every racing driver in the country who knows what she has done over country roads admires her wonderful nerve."

Mrs. Otis hasn't done any endurance work this winter, but she hopes to before long. Her last noteworthy work was in carrying the Philadelphia Press message from President Taft over two relays from Pittsburgh to Upper Sandusky last fall. In this run she averaged 30 miles an hour, half the distance being covered in a biting cold rainstorm.

"I believe as Barney Oldfield does, that frozen roads are the kind to make records of winter driving. They don't cut up so easily as dirt roads do, and there is really less danger of skidding on ice and snow than on sand."

OLDFIELD BUYS NEW BENZ

Barney Oldfield is still on the job. The Telegraph, the Sporting Editor of the "Examiner," as follows: "New York, Jan. 25.—I bought today the 200-horse-power Benz, which is the fastest car in the world. There was a wild scramble on the part of many drivers to get the car, but when I plunked down \$14,000 that I got for delivering the real goods, with my other Benz I landed the prize."

Christie Wins in Five-Mile Race

held made the record, in 43 1/2 seconds, in August, won the car and turned it over to his wife, withdrawn, and the Ballet made the 5 miles in 5:29.

Seventh event, 10-mile handicap, open to all machines—Won by E. G. Campbell, Winton, handicap, 6:30; E. L. Mathewson, Oldsmobile, handicap, 7:30; second, E. W. Swanbrough, Rambler, handicap, 8:10 third; Barney Oldfield, Winton Ballet, scratch, fourth.

Eighth event, 15-mile exhibition by Oldfield—Five, 10 and 15-mile records broken, the respective times of 4:44, 9:32 1/2 and 14:21.

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Mr. Pardington further says that the Racing Board is ready to consider any protest that Oldfield may make against his decision rejecting the figures made by the Winton at its Empire City meet on October 3 in the race in which Oldfield was disqualified for late entry. It is argued by sporting critics that the figures were made at a sanctioned meet and that Oldfield's disqualification had nothing to do with the prizes and not at all with times scored. The chairman told a Motorist man that he would like this point to be argued and settled by the Racing Board in full, as it is an important precedent that would be determined now once for all.

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Christie Wins in Five-Mile Race

Twenty Thousand Persons Witness Events on State Fair Grounds.

Barney Oldfield Cheered Wildly for Plucky Run, But Loses.

Allen Kingston Car Breaks World's Record for Stock Machines.

(BY FRANK E. FORCE.)
With twenty thousand auto enthusiasts cheering themselves hoarse at his nervy attempt to win what looked like nothing but a losing race, Barney Oldfield yesterday at the state fair track made one of the most beautiful dashes known to the speed game, catching Walter Christie on the last turn of the last mile of a great five-mile race and only going down to defeat at the wire when the superior speed of the front drive car

hooking program and Oldfield had already beaten De Palma in the Green Dragon, thus qualifying to meet Christie in the final.

Christie secured the jump on Oldfield's Stearns at the start and after the first turn had been passed it looked as if the front drive car would run away from the big six Stearns. Then Oldfield opened up and at the third mile caught Christie and was running on almost even terms. They were roiling off the miles at about the minute mark and on the fourth lap it was nip and tuck between the two.

FIGHT TO A FINISH!

On the back stretch of the fifth mile Christie had the lead and it looked like a cinch, but Oldfield, giving his Stearns all the juice she had caught his opponent on the last turn and headed into the stretch slightly in the lead. The big crowd began to yell as the two fire spouters came down the stretch and in the last 200 yards Christie's wonderful machine jumped into the lead and won by a nice margin. It was a spectacular race with a spectacular ending and both winner and loser were cheered to the echo as they came back under the wire. The time was five minutes flat.

But Christie and Oldfield were not the whole show by any means. Ralph De Palma, driving an Allen Kingston, a car little known in the West, did the best and most consistent work of any driver or any car on the track, winning three events in easy style and setting a new mark for stock cars for five miles. De Palma had already won the five-mile race scheduled as Event No. 5 for 40-horse cars from Oliver Crosby's Packard in 5:14 2-5 and when he lined up his Allen Kingston in the five-mile for 60-horse cars it was evident that race was on. Charley Soules, driving Barney Oldfield's 60-horse Stearns, and Derner with the 60-horse Renault, were both in the event and both were out to take the measure of the speedy little New York wagon.

DE PALMA IN LEAD.

At the start De Palma and his Kingston got away first and he was in the lead practically all the way, taking the first mile in 1:02 1/2. The two miles were made in 2:04 1/2 and on the third Soules attempted to take the lead with the result that this mile was driven in pretty close to 58 seconds and ending with the Allen Kingston still in the lead. The fourth mile was also very fast with the Kingston machine running away from both the Stearns and the Renault, and De Palma snatched the five in 4:56 3-5, breaking the world's record for the distance for stock chassis cars.

De Palma, not satisfied with these performances, went into the 25-mile race against the same Stearns and the Renault and again made a beautiful winning, without a skip, in 25:11 2-5. This car ran with a precision and speed rarely seen on any track and easily was the star performer of the day when the whole program is considered. De Palma was entered against cars of higher horsepower, yet at no time was he in danger and he seemed to be able to handle them as he pleased. In the 25-mile race his only competitor for a time was the Stearns, but Charley Soules lost a lap through a stop for goggles, and finally pulled out of the event. The Renault stuck gamely out to the finish and secured second place.

SPECTATORS PLEASSED.

All of the events were pleasing. Race No. 3 on the program was run off first, this being a five-mile race for stripped stock machines to cost \$1,250 or less. Two Buicks and two Fords started in this race and the Buick, driven by Charles Nyquist, assumed a lead at the start and was never headed. George Doerr, driving a little Ford, tried gamely for the lead in the race all the way and hung on behind, finishing second, with Reynolds' Buick third and Gus Hanson's Ford fourth. The time for the five was 4:05 1-5, the Buick getting one mile in 1:17 4-5.

The next event, the trials at Christie's mile record of 52 seconds, made at the same track last year, caused plenty of excitement and although the mark was not reached, great speed was shown. Christie went first in 54 4-5 seconds and Ralph De Palma, in the Green Dragon, did 58. Barney Oldfield, in the Stearns Greyhound, then went speeding around, but the best he could do was 58 4-5.

After this the motorcycles had an inning and quite a flock lined up for the first race, a five-mile event. It was a handicap affair with the machines strung all around the track and Ucro was a merry buzz until the fall of the flag finally announced the finish. Van Sickle, the scratch man, riding an Indian, won the event and O. A. Gudenachwager drew second position. The time was 7:18 1-5.

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"Barney Oldfield has been using Firestone tires exclusively for the past year. He says that only a few years ago he hesitated to go his fastest for only a ten-mile stretch before carefully examining his tires; now he gives his tires very little thought. Last fall he won the Brighton beach fifty-mile race, two shorter events the next day and later used his car in a series of track events out west, in all from 1,500 to 1,700 miles, with the original tires still on his car."

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RECORDS OF THE AUTO DURING 1909

Speedway.					
Distance.	Time.	Driver.	Car.	Place.	
Quarter-mile	0:08:38	Christie	Christie	Indianapolis	
Half-mile	0:20:29	Oldfield	Darracq	Indianapolis	
One mile	0:37:71	Strang	Flat 120	Atlanta	
Five miles	1:17:50	Strang	Flat 120	Indianapolis	
Ten miles	2:01:24	Strang	Flat 120	Atlanta	
Twenty miles	3:51:50	Robertson	Flat 99	Atlanta	
Fifty miles	49:14:03	Robertson	Flat 99	Atlanta	
One hundred miles	1:22:35:35	Robertson	Flat 99	Atlanta	
Two hundred miles	2:46:48:47	Chevrolet	Buick 30	Atlanta	
Road Racing.					
Event.	Distance, miles.	Driver.	Car.	Av. miles hr.	
Vanderbilt cup	278.05	Grant	Alco Six	62.50	
Whitney	180.00	Hartoun	Murmon	50.70	
Manassas cup	120.00	Matson	Simplex	58.50	
Lowell trophy	318.00	Robertson	Simplex	54.29	
Coke cup	335.00	Chevrolet	Buick	49.50	
Indiana trophy	250.00	Robertson	Simplex	51.40	
Fairmont Park cup	200.00	Robertson	Chalmers-Detroit	55.30	
Hiverhead, class 1	227.50	De Palma	Flat	62.40	
Hiverhead, class 4	113.75	Chevrolet	Buick	69.00	
Postale	250.00	Robertson	Pope-Hartford	63.72	
Los Angeles-Phoenix	480.00	J. & J. Nikraus	Buick	24.50	
Annual Tour of American Automobile Association.					
Trophy.	Route.	Distance, miles.	Car.	Owner.	
Giddien	Detroit-Deaver-Kansas City	2,918.8	Pierce	W. Winchester	
Howser	Detroit-Deaver-Kansas City	2,936.8	Pierce	Charles Clifton	
Twenty-Four-Hour Record Race.					
Drivers.	Place.	Car.	Dis., miles.		
Mulford and Fatschko	1	Brighton Beach	Lozier Six	1184	

Barney Oldfield, Walter Christie, Ralph De Palma