

BARNEY OLDFIELD BEAT A MILE A MINUTE

DID NOT ATTEMPT TO BEAT HIS RECORD ON ACCOUNT OF THE TRACK---FIRST AUTO- MOBILE MEETING WAS A SUCCESS.

San Diego has had her first automobile meeting, and it seems to have been a complete success, though Barney Oldfield was not able to get down to his record, through the fact that the track was in bad condition on the back stretch and fast time could not be made. There were no accidents, though Oldfield came within a foot of hitting the outside fence on the back turn once, where his machine slid in the sand.

The crowd was above expectations and the arrangements for handling the same were as good as could be expected since the track has not been used for a long time and as the crowd was larger than it was thought would have turned out.

The races were good, though there is not the excitement in the automobile that there seems to be in the horse. Because of the fact that Mr. Dupee had to go away and because one machine went wrong the race with the heavy touring cars had to be cut out of the programme. Most of the people went to see Oldfield and they were at least satisfied in that because he was much in evidence and despite the condition of the track he cut out one mile in less than a minute, his best time being 58 seconds.

THE LIGHT MACHINES.

The first race was for machines weighing 1,000 pounds or less and though there were four entries only three started. Fred Duffy had an Oldsmobile trimmed down to the machinery. Tom Davis had an Oldsmobile in the form of a run-about and Mr. Stewart had a Michigan machine in skeleton. The machines were brought down to a flying start and got away well together. Duffy took the lead at the start but soon gave way to Davis, while Stewart lagged and lost ground all the time. The first half was made in 1:05 1/2; the mile in 2:04 and the two miles in 4:06 1/2. Davis winning with the standard Oldsmobile.

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The second race was for cars a little heavier, but Fred Coop in an auto car was added to the two Oldsmobiles in the first race. Duffy was given a start, but was hardly in the race. Davis led the autocar after the first turn and won handily. The time at the half was 1:02 1/2; one mile, 1:59; one and a half miles, 2:55 1/2 and two miles, 3:53.

OLDFIELD'S GOOD FIGHT WITH CALIFORNIA ROUGHS

The San Francisco Call of November 9 prints the following story of an adventure by two men well known in Toledo. "Barney Oldfield, the world's champion automobilist, was the hero of a fistie engagement on Golden Gate avenue last night. The daring motorist and his friend, Harry Alexander, succeeded in subduing a trio of drunken hoodlums, and then barely escaped being mobbed by a crowd of onlookers, who seemed to sympathize with the vanquished.

"Oldfield and his party were on their way in from Ingleside shortly before 7 o'clock. In the party were Oldfield and Mrs. Oldfield and Harry Alexander and Mrs. Alexander. The party occupied a large touring car, which was towing Oldfield's racer, Bullet No. 2, in which was seated Charles Graham, Oldfield's machine-

Oldfield and his friends were going along at a slow rate, and in front of them was a party of three men in a buggy, all slightly under the influence of liquor. Oldfield's machine soon overtook the rig and it seemed to anger its occupants.

climbed out of the machine and made a rush for the buggy. The three men were just getting out, and they attacked the automobilists.

"It was Oldfield's lot to be pitted against the largest of the three men, and he made a merry set-to for a few minutes. Finally the motorist ran his man down the street, punching him all the while, till the latter was nearly exhausted.

"Alexander, in the meantime, was having his hands full with the two remaining members of the buggy party. He shouted to Oldfield for aid, and Oldfield responded. With a hard punch he laid out one of the men, and a second later Alexander finished the other. Then the man whom Oldfield had tackled first rushed to the scene, and was just in time to receive a punch from the champion motorist that laid him low.

"A large crowd had gathered, and great excitement prevailed. The mob seemed to be in sympathy with the defeated trio, and threatened to wreak its vengeance upon the victors in the fray. The two ladies in the Oldfield party were badly frightened and mortified at the publicity the affair created.

"Oldfield searched in vain for a policeman, but could find none. He said he was willing to be arrested himself if it would

MOTOR CYCLES.

There were but two starters in the motor cycle race: C. A. Sheppard on a Mitchell and H. Hayward on an Orient. Sheppard led all the way, finishing the first mile in 1:47 and the two in 3:56 1/2. Hayward did not get his mixture right at the start and lost the grace on the first mile as he was making up time in the second round at a good rate.

OLDSMOBILE RACE.

The race for Oldsmobiles had three entries, C. Chapman, C. Woodward and Fred Duffy, the last named being given a quarter of a mile start. Duffy came in first in 3:55 1/2, but Woodward was close up, having gained most of the handicap. He finished in 4:08.

BULLET NO. 2.

The next event was a five mile race against time by Barney Oldfield in Bullet No. 2, a 1,600 pound machine with forty-horse power engines. He took the word at the first time and reeled off the miles as in the following times: 1:09 1/4, 1:09 1/4, 1:06 1/2, 1:04 1/4 and 1:05 1/4; total time, 5:37 for the five miles. His previous record with the same machine was 4:58.

MATCH RACE IN GOOD TIME.

The next event was the match race, ten miles, between C. H. Graham in Bullet No. 3 and Barney Oldfield in Bullet No. 2, the former being given thirty second's start, which meant nearly half a mile. Oldfield passed the other machine on the sixth mile. His second and third miles were made in one minute each, the other miles were made in 1:23, that being the first in which he took about eight seconds in starting: 1:04 1/2, 1:07, 1:08, 1:09, 1:07 1/2, 1:09 1/2 and 1:06.

He finished his miles in the following time: 1:23, 2:23, 3:23, 4:27 1/2, 5:34 1/2, 6:42 1/2, 7:51 1/2, 8:59 1/2, 10:09 and 11:15.

IN LESS THAN A MINUTE.

It was announced that the final event would be a five mile race from a standing start and that Oldfield would try to get down below one minute in at least one of the miles. It was explained that the condition of the track on the back stretch was such that it would be hopeless to try and get down to the record time, and the best that could be hoped for was a mile in less than a minute. The start was slow, of course, and the first mile was made in 1:19. It was the second that gave the best time of the day, 58 seconds. The other miles were made in 1:00 1/4, 1:02 1/4 and 1:02 1/4.

CHURCH DISCUSSES STEARNS CARS CHANCES.

Thinks That One of the Three Cars from Cleveland Will Win Briarcliff Trophy.

A. W. Church, of Wyckoff, Church & Partridge, in discussing the Briarcliff race, in which they have entered three cars, said:

"The cars we will enter in this race represent the best and highest type in automobilism to-day. Barring unforeseen accidents, there is every reason to think that a Stearns will be the winner. Last season we captured more events than any other make. This year we should do as well or better. The cars are lighter than heretofore, but at the same time are stronger and speedier than ever.

"Guy Vaughan will drive one of the Stearns cars. His many victories in the past give evidence of his ability. He has piloted Stearns cars to victory in all leading events, including Crawford's Notch hill climb, Brighton Beach races, Atlantic City and Point Breeze track, Philadelphia. Mr. Vaughan justly deserves his well-earned title of 'the whirlwind driver.'

"The Stearns factory will send to New York Mr. E. W. Leland, who will also drive in this race. Mr. Leland in a few brief months established an enviable reputation as an able and fearless driver. His trip to the East last Summer is well remembered. At Fort George Hill he defeated all entrants by establishing a record which will probably stand for some time to come. The following week he broke the world's stock car record at Atlantic City in the straightaway mile, perhaps the most important feat of the year.

"On a subsequent trip to the Pacific Coast he stopped long enough at Colorado Springs to borrow a car from a Stearns owner and drive it to the top of Pike's Peak, entirely on its own power and with a full complement of seven passengers, descending in the same manner.

"No other car has ever accomplished this feat. Later he drove a Stearns stock car borrowed from a San Francisco owner to the top of Mount Tamalpais, near that city, with a full load of seven persons. Every one predicted the uselessness of the attempt, but Leland gained the top, although a great share of the distance the mountain is endless.

"The third Stearns car entered is the one recently purchased by Harlan W. Whipple, of Boston.

"Mr. Whipple is so well known in the automobile field that any extensive comment would be superfluous. He is vice-president of the Bay State Auto Club of Boston and was formerly president of the A. A. U.

"He is one of America's pioneer automobilists, his connection with this branch of sport dating back to the earliest days of steam cars, and he has owned many cars, both American and foreign makes. His decision to enter his 30-horsepower Stearns means a determination to win the elaborate Briarcliff trophy. Mr. Whipple's hosts of friends will surely wish him the best of luck. There could be no more popular winner than Mr. Whipple, who has so thoroughly endeared himself to the automobile world.

"Mr. Whipple has engaged the services of Barney Oldfield, perhaps the most noted automobile driver in the world. No matter where one travels on this continent, whether in large cities or in the small villages, the name of Barney Oldfield is always coupled with fast and furious driving. Oldfield's decision to drive a Stearns in the Westchester races is a distinct compliment to the car.



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BY WILL S. GILBERT

BARNEY OLDFIELD is a Clevelander only by ledo his home and was born thirty-odd years ago. But his fame as a maker of world auto records for all distances race tracks has been made with Cleveland machines. Cleveland has been interested in him since the days when he first began to ride in the most popular days of the bicycle he was a famous track racer here. Barney later followed cycle racing and traveled, selling bicycles at wholesale. When bicycles came into lessened favor he began for a mechanical rubber goods house. His first car was a Winton "Pup," Rollin White in his "Harkness in his Mercedes car. Famous companion distinction in the years following.

The next summer Barney engaged with Winton to victory and established records on tracks all year. Then for three years he drove the Peerless, broke his former records from coast to coast and only drove in track races.

During this time he defeated such drivers as Gordon Bennett cup race, M. C. Bernin and Paul the fall of 1905, in what was considered a world's he was heralded as world's champion track race recently from circular track racing last fall, Barney in the great Briarcliff trophy stock car road race city. He is backed by Harlan W. Whipple, ex-president of the Automobile Association, who owns the car Barney first great road race.

Barney has become king in his chosen profession gained by his genial temperament wish him success.

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Trio of Most Notable Drivers in the World to Compete in Contest for the Briarcliff Trophy.

OLDFIELD MAY

IN an interview with Mr. A. W. Church, of Wyckoff, Church & Partridge, who own the Stearns cars, of Pike's Peak, he said:

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BARNEY OLDFIELD BREAKS RECORD OF LEXINGTON TRACK Famous Automobile Driver Goes Mile Over Kentucky Course in 59-1-2.

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The next event was the match race, ten miles, between C. H. Graham in Buick No. 3 and Barney Oldfield in Buick No. 2, the former being given thirty seconds' start, which meant nearly half a mile. Oldfield passed the other machine on the sixth mile. His second and third miles were made in one minute each, the other miles were made in 1:22, that being the first in which he took about eight seconds in starting: 1:04 1/2, 1:07, 1:08, 1:09, 1:07 1/2, 1:09 1/2 and 1:06.

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OLDFIELD AND RYAN
RACE SEPT. 12 AND 13
Representatives of John J. Ryan, the well-known sporting man, and Barney Oldfield, the automobile racer, met at Cincinnati yesterday and decided to hold a match race between Oldfield and Ryan at Latonia, September 12 and 13. Arrangements for the match had been entered on some time ago, but the death of a man who was struck by Ryan's machine for a time threatened to cause the race to be called off. The match is for \$2,500 a side.

A match was also arranged between Walter Christie, New York millionaire, and Charles W. Soules, Oldfield's racing partner, for the same dates.

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OLDFIELD MAY GO ABROAD

Effort to Have Plucky Toledo
Chauffeur in Gordon Ben-
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Barney Oldfield may be one of the American drivers in the Gordon Bennett cup race in Germany after all. Count Adolph Stierstorff, of the German Automobile club, has gone to Paris to confer with Rene de Knyff regarding the provision that chauffeurs driving in the race need not necessarily belong to an automobile club, it being sufficient if they be nominated by it. A change may also be made in the course as to its length. Many figure that the stretch is too long and it may be shortened.

If the change regarding the necessity of chauffeurs belonging to an automobile club is made it will be glad tidings for American automobilists. They have set their hearts on seeing the intrepid Barney Oldfield in the race, as they think if anybody can land in the lead from this side of the pond, it is the courageous young driver. The French and Germans also want to keep the famous American chauffeur in the race, for his great work has made him famous among foreign motorists.

Barney is expected home here few days from a California tour.

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BARNEY E. OLDFIELD

BY WILL S. GILBERT.

BARNEY OLDFIELD is a Cleveland only by adoption. He calls To-

ledo his home and was born thirty-odd miles west of there in a log

cabin on a farm thirty years ago. But his fame of the last five years as

a maker of world auto records for all distances up to fifty miles on horse

racer tracks has been made with Cleveland backing and Cleveland ma-

chines. Cleveland has been interested in him for one-half his lifetime—

since the days when he first began to ride in bicycle races. During the

most popular days of the bicycle he was a familiar figure in all road and

track races here. Barney later followed cycle racing in the summer and

fall and traveled, selling bicycles at wholesale, for the rest of each year.

When bicycles came into lessened favor he became a traveling salesman

for a mechanical rubber goods house. His first auto race was at the Gros-

Pointe track, at Detroit, in 1902. There he drove Henry Ford's first racing

machine, the once-famed "999," and won a manufacturers' challenge cup

in competition with Alexander Winton in his "Bullet," Charles P. Shanks

with the Winton "Pup," Rollin White in his early steamer and Harry

Harkness in his Mercedes car. Famous company this, since all have won

distinction in the years following.

The next summer Barney engaged with Winton, drove his racing car

to victory and established records on tracks all over the country for a

year. Then for three years he drove the Peerless "Green Dragon" and

broke his former records from coast to coast and all over Canada, but

only drove in track races.

During this time he defeated such drivers as M. Terry, winner of the

Gordon Bennett cup race; M. C. Bernin and Paul Satorl, at New York, in

the fall of 1905, in what was considered a world's championship race, and

he was heralded as world's champion track race driver. Retiring perma-

nently from circular track racing last fall, Barney is now entered to drive

in the great Briarcliff trophy stock car road race April 24 near New York

city. He is backed by Harlan W. Whipple, ex-president of the American

Automobile Association, who owns the car Barney will drive in this, his

first great road race.

Barney has become king in his chosen profession, and the many friends

gained by his genial temperament wish him success in his new departure.

Vaughan, Leland and Oldfield Will Pilot Stearns Cars

Trio of Most Notable Drivers in the
World to Compete in Contest for the
Briarcliff Trophy.

OLDFIELD MAY GO ABROAD

Effort to Have Plucky Toledo
Chauffeur in Gordon Ben-
nett Cup Race.

Barney Oldfield may be one of the

American drivers in the Gordon Bennett

cup race in Germany after all. Count

Adolf Stierstorff, of the German Auto-

mobile club, has gone to Paris to confer

with Rene de Knyff regarding the pro-

vision that chauffeurs driving in the race

need not necessarily belong to an au-

tomobile club, it being sufficient if they

be nominated by it. A change may also

be made in the course as to its length. Many

feared that the stretch is too long and

it may be shortened.

If the change regarding the necessity

of chauffeurs belonging to an automobile

club is made it will be glad tidings for

American automobilists. They have set

their hearts on seeing the intrepid Bar-

ney Oldfield in the race, as they think

it anybody can land in the lead from

this side of the pond. It is the courageous

young driver. The French and German

also want to see the famous American

who has made him famous among foreign

autoists.

Barney is expected home here few days

from a California tour.

IN an interview with Mr. A. W. Church, of Wyckoff, Church & Partridge, this city, who have entered three Stearns cars in the Briarcliff race, he discussed their plans for that event. Mr. Church said in part:

"The cars we will enter in this race represent the best and highest type in automobiledom to-day. Barring unforeseen accidents, there is every reason to think that a Stearns will be the winner.

Last season we captured more events than any other make. This year we should do as well or better. The cars are lighter than heretofore, but at the same time are stronger and speedier than ever.

"Gny Vaughan will drive one of the Stearns cars. His many victories in the past give evidence of his ability. He has piloted Stearns cars to victory in all leading events, including Crawford's Notch Hill climb, Brighton Bench races, Atlantic City and Point Breeze Track, Philadelphia. Mr. Vaughan justly deserves his well-earned title of 'the Whirlwind Driver.'

"The Stearns factory will send to New York Mr. F. W. Leland, who will also drive in this race. Mr. Leland in a few brief months established an enviable reputation as an able and fearless driver.

"His trip to the East last Summer is well remembered. At Fort George Hill he defeated all entrants by establishing a record which will probably stand for some time to come. The following week he broke the world's stock car record at Atlantic City in the straightaway mile, perhaps the most important feat of the

year.

On a subsequent trip to the Pacific Coast he stopped long enough at Colorado Springs to borrow a car from a Stearns owner and drive it to the top of Pike's Peak, entirely on his own power and with a full complement of seven passengers, descending in the same manner. No other car has ever accomplished this feat. Later he drove a Stearns stock car, borrowed from a San Francisco owner, to the top of Mount Tamalpais, near that city, with a full load of seven persons. Every one predicted the uselessness of the attempt, but Leland gained the top, although a great share of the distance the mountain is roadless.

"The third Stearns car entered in the one recently purchased by Harlan W. Whipple of Boston. Mr. Whipple is so well known in the automobile field that any extensive comment would be superfluous. He is vice-president of the Bay State Auto Club of Boston, and was formerly president of the A. A. A.

"He is one of America's pioneer automobilists—his connection with this branch of sport dating back to the earliest days of steam cars—and has owned many cars, of both American and foreign make. His decision to enter his 30-horsepower Stearns means a determination to win the elaborate Briarcliff trophy. Mr. Whipple's friends will surely wish him the best of luck. There could be no more popular winner than Mr. Whipple, who has so thoroughly enforced himself to the automobile world.

"Mr. Whipple has engaged the services of Barney Oldfield, perhaps the most noted automobile driver in the world. No matter where one travels in this continent, whether in large cities or in small villages, the name of Barney Oldfield is always coupled with fast and furious driving. His many victories have given him a reputation which is of the most far-reaching kind. Mr. Oldfield's decision to drive a Stearns in the Westchester race is a distinct

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Barney Oldfield, Alexander Winton, Winton, Winton
Pup, Stearns, Briarcliff