

lost my sight during the fastest trial at Daytona, you can imagine how I felt.

"During that hectic two-mile ride, which I covered in 51.28 seconds, old 'Blitzen' left the beach for distances of sixty feet at a stretch. God knows how I ever reached the end of that death-ride without smashing the car and myself. Every moment in that ride seemed to me the last on earth, and I'm glad it's over.

"When I looked down the hood of the car and saw the two-mile post barely visible in the haze, I had premonitions of never reaching it, but I was going so fast that by the time I had thought this over I was almost down upon it, and in a few seconds more passed 'Wag' and Ernie Moross at the line of finish. During the Grand Prize race at Savannah I beat it through the half good spots until I could barely hold the car on the road, but none of those experiences will ever stay with me as long as that nerve-shredding two-mile ride over Daytona.

"One mountainous bump which I negotiated threw me clear out of the seat, and my foot slipped off the throttle instantly, but I was back on again quicker than I could realize what I had done, and old 'Blitzen' and I were chasing up the beach again after that two-mile mark. My death-grip on that steering wheel was the only thing that had kept me from flying out of the seat.

"It was a great experience and took a lot of my nerve. But I don't want anybody to lower those records for a couple of days, because I don't want to be forced to ride a little faster quite as soon as that."

Burman's account of the death-defying ride which made him the world's speed king is not at all like the

manner in which he would describe any other minor incident in his racing career. He was a natural fighter all of his life, and his fight with Father Time did not ruffle him, even though he made world's history by making the great feats at Daytona on his twenty-seventh birthday.

Interest in Daytona's smooth course waned with the development of the Indianapolis speedway and the coming of the war, but the development of automobiles continued quietly. In 1919 Ralph de Palma revived the trials with a streamlined Packard powered with an aviation motor which had served as an inspiration of the Liberty motors, and set new records for all distances from one kilometer to 20 miles, two of which, the mile from the standing start and the 10-mile record, still stand as American records today.

Fred Duesenberg, famous racing car designer, took Tommy Milton there in 1920 with the second twin-engined special car. Milton established a new record for the mile which was not surpassed until six years later, at the same time setting new records all the way to five miles. As he finished his most famous run, the car was in flames, but was saved from serious damage. Milton was accompanied by Harry Hartz and Jimmy Murphy as mechanics. After Milton finished, Murphy piloted a single-engined Duesenberg to new class records.

While the American industry turned its entire attention to expansion of business, in England, where competition was keener, expansion more difficult and the sporting phase of racing more fully developed, European records climbed steadily upward until Milton's record was broken six years later to the exact date, by Perry Thomas at Pendine Sands.