

42 entries. The Duke of Manchester and Sir Thomas DeWar were among the visitors.

Two miles a minute was an accomplished feat in 1906. Fred H. Marriott first attained it, and then Demogeot, mechanic for France's great Hemery, Lancia and Cedrino, Italy's great racers, the former now builder of the Lancia car; Louis Cheverlet and Hemery from France; Clifford-Earp and Sir Algerman Guinness of England; Henry Ford and his assistant, Frank Kulick; F. E. Stanley, builder of the Steamer; Christie and Fletcher were among the entries. Ford raced on the beach for the first time after a sprung axle had been repaired. Clifford-Earp's finish on three tires in the 100-mile race with Cedrino, Lancia and Christie was the sensation of the meet.

The most exciting sensation of the meet in 1907 was when Marriott had a miraculous escape from death as his Stanley Steamer blew up during his attempt to lower the mile record. There were few cars entered in this tournament but among them was the first Rolls-Royce ever raced in this country, and Stanley's own car.

Along about 1910, the leaders of American racing turned their attention to the establishment of new records and the development of faster, more powerful cars. From that time on, the tournaments were confined entirely to record trials with experienced drivers piloting super-racing cars.

Oldfield shattered the Marriott records for the mile and kilometer in the Blitzen-Benz of 200 h.p., which he and Burman later made world-famous with their successes wherever they went under the sponsorship of Ernie Maross, a prominent figure of the early racing world. The car had been purchased from Hemery for \$14,000 after the Frenchman had proved its superior-

ity on the continent and England. Oldfield and Burman again set new records with the powerful Benz in 1911. Oldfield's only successful performance was for the mile from a standing start in March, but the following month Burman added ten miles an hour to the fastest time of the year before, putting an end to nine consecutive years racing and record trials.

At this time, Bob Burman was the world's speed king. He had not only traveled a mile at Daytona in 25.40 seconds at the rate of 155 miles per hour, but also had established new marks for twenty and thirty-mile distances at Pablo Beach. His own relation of his memorable feat at Daytona will continue to remain firmly entrenched as one of my priceless memories. Therefore I will most happily pass it on to you.

At the finish of his scorching run down the sands, he was telling his friends what the escapade with the grim reaper felt like.

"One hundred and fifty-five miles an hour is sure going some! Barney Oldfield told me many times about the way the old 'Blitzen' took his sight away when he flirted with high speeds and previously I was skeptical all of the time as to the possibilities of that ever happening to me.

"During practice spins I made fast times repeatedly without trouble and I began to think that I was immune to any effect from extreme speed. But that 155 miles per hour brought me around, and I now believe that the limit of speed is the point where it is no longer possible to see. I have never been affected in this way before, because I have always made it a point to train faithfully for events of great consequence, and when after taking perfect care of myself for several weeks I