

# BARNEY PLAYS IN HARD LUCK

Is Beaten by Chevrolet at Pittsburg and Has an Accident, Putting His Car Out of Business—Good 2-Day Meet With Big and Enthusiastic Crowds Attending Each Day

Pittsburg, Pa., June 30—The great meet at Brunots island, June 28 and 29, demonstrated several things. There is no doubt that the automobile club of Pittsburg can carry through an event of this kind in good style. It even agrees to supply fine weather, for cool, breezy days contributed not a little to the enjoyment of the 6,000 or more spectators. Only one thing was lacking to complete the arrangements for a delightful time, there was only one ferry working on the Ohio river the first day and over 2,000 people went back home after waiting 2 hours to get a turn to go over the river.

Pittsburgers are confident Chevrolet is the most nervy racer in the world. Time and again he sent his famous Fiat flying at a mile-a-minute pace through clouds of dust that could not be pierced by the spectators' eyes. Barney Oldfield is still the idol of the automobile public, however, judged by the tremendous ovations he received and the general sympathy that was expressed at his continued misfortunes. Earl Kiser, by breaking a world's record on the first day wrote his name away up on the minds of Pittsburg sports, who regretted greatly that his machine broke down so that he could not finish his races.

From the first it was evident that fierce rivalry prevailed between the Oldfield-Kiser combination and Louis Chevrolet. When the national championship race was called these three were the only starters, as Charles Soules did not arrive till the seventh event. Oldfield and Kiser demanded a flying start, as they claimed that owing to the heavy dust it was dangerous in the extreme for all three racers to start at the wire. They asked that one or more of the trio be started from the half mile post. Chevrolet pulled his car up under the wire and with Major Miller demanded a regular start as scheduled. A half hour's delay followed, in which the crowd realized that some delicate track politics were being worked out. Finally Oldfield withdrew from the race and Kiser and Chevrolet were started from the half mile post, the race to begin at the judges' stand. Kiser took the pole and got his Winton Bullet around the track in such a way as to come in  $\frac{1}{4}$  a mile ahead of the Frenchman.

According to the judges' decision Kiser and Oldfield lined up for the second heat of the championship race. Kiser took the pole again, but was soon passed by Barney. Suddenly Kiser pulled up at the three-eighths pole—his car had broken down—and he was out of the race for good. This gave the race to Oldfield, but it was promptly protested by Major Miller, owner of the Fiat, because the Green Dragon had no reverse gear on and was not, he claimed, eligible under the new rules of the American Automobile Association. As the race stood it gave Oldfield four points on the championship, Kiser two points and Chevrolet two points.

Another big event of the first day was the 10-mile free-for-all, in which Oldfield and Chevrolet were the only entrants. Barney led the Frenchman a merry chase for 4 miles,

trailing him in a cloud of dust that was blinding. But in the sixth mile Chevrolet took the pole and the lead. At the end of the seventh mile the Green Dragon's right hind wheel lost its tire and spun around the remainder of the race on a flat rim, leaving Chevrolet the winner by  $\frac{3}{4}$  mile in 10 minutes flat.

In the second day's races Oldfield made a poor second for the Frenchman. Kiser's Winton Bullet had a broken shaft from the day before, which kept him out of the races. In the 10-mile free-for-all Oldfield started with a good lead, but his machine missed going in the second mile and had to be eased up a little. This gave the Frenchman his chance and he pulled up on the champion and after taking his dust for 6 miles left him in the lurch at the finish.

What threatened to be a serious accident threw the spectators into a panic in the 5-mile race between Chevrolet and Oldfield. On the home stretch of the third mile, when he had a good lead, Barney suddenly came to a dead stop. Hundreds of men jumped into the track expecting to see the daring Barney dashed to pieces. Mrs. Oldfield and Kiser came dashing down the track in the latter's machine hardly daring to hope that the champion had escaped mortal injury. But they found the old time favorite walking around his wrecked machine and ready to tow his machine to the infield when his mechanic drove up with Oldfield's touring car. The rear tire had burst and the rim, striking a rut, wrecked the wheel. Thus Chevrolet was the winner, making three events which he won. The race committee offered to pull off a special event for the two champions, but Oldfield's car could not be fixed up and Chevrolet refused to run without his rival.

In addition to the races between the national drivers there were over a dozen races for stock cars, which added much to the 2-days' sport. The summary:

#### FIRST DAY

Five-mile, class A, stock cars under 12 horsepower—W. F. Winchester, Franklin, first; Leonard Gardner, Franklin, second; W. G. Larimer, Reo, third. Time, 8:37 2-5.

Five-mile, class A, stock cars under 28 horsepower—D. P. Collins, Peerless, first; F. Hodge, Pierce, second; W. F. Winchester, Franklin, third. Time, 6:44 2-5.

Five-mile, national championship—First heat, Earl Kiser, Winton Bullet, first; Louis Chevrolet, Fiat, second. Time, 4:58 3-5.

Second heat—Barney Oldfield, Peerless Green Dragon, first; Earl Kiser, Winton Bullet, second. Time, 4:50 2-5.

Ten-mile, class A, cars under 24 horsepower—D. P. Collins, Peerless, first; F. Hodge, Peerless, second; E. Haus, Pierce, third. Time, 12:32 2-5.

Five-mile cupid race, touring cars—Lester Wilson, Pierce, first; E. Haus, Pierce, second; D. P. Collins, Peerless, third. Time, 7:38 1-5.

Five-mile handicap—W. F. Winchester, Franklin, first; Charles Soules, Pope-Toledo, second; F. Hodge, Pierce, third. Time, 6:03 3-5.

Ten-mile, free-for-all—Louis Chevrolet, Fiat, first; Barney Oldfield, Peerless Green Dragon, second. Time, 10:00.

#### SECOND DAY

Two-mile, class A, cars under 22 horsepower, touring condition—W. F. Winchester, Franklin, first; Leonard Gardner, Franklin, second; W. G. Larimer, Reo, third. Time of winner, 4:22.

Ten-mile, class A, cars under 28 horsepower,

touring condition—D. P. Collins, Peerless, first; F. Hodge, Pierce, second; W. F. Winchester, Franklin, third. Time, 13:43 3-5.

Ten-mile national championship—Louis Chevrolet, Fiat, first; Barney Oldfield, Peerless Green Dragon, second. Time, 9:53 2-5; Oldfield's time, 10:49 2-5.

Five-mile, class A, cars under 36 horsepower—Charles Soules, Pope-Toledo, first; E. Haus, Pierce, second; F. Hodge, Pierce, third. Time, 6:34 3-5.

Five-mile special handicap—Charles Soules, Pope-Toledo, first; W. F. Winchester, Franklin, second; D. P. Collins, Peerless, third. Time, 6:35 3-5.

Three-mile handicap—W. F. Winchester, Franklin, first; F. Hodge, Pierce, second; Charles Soules, Pope-Toledo, third. Time, 3:51 2-5.

Five-mile, free-for-all—Louis Chevrolet, Fiat, first; Barney Oldfield, Peerless Green Dragon, disabled. Time, 5:00 1-5.

## GOOD MEETING AT BEXHILL

London, England, June 20—An interesting 2-day meet was held Wednesday and Thursday at Bexhill, at which some of the prominent drivers of Great Britain took part. The distance over which the speed trials were intended was to be 1 kilometer with flying start, but owing to trouble near the end of the stretch it was decided to hold the trials over a course  $\frac{1}{2}$  mile long, and from standing start. Each car was allowed three trials, and the total time was to decide the prize winners. A. L. Guinness, in the 100-horsepower Darracq racer, ran the first  $\frac{1}{2}$  mile in 32 $\frac{1}{2}$  seconds, the second in 30 $\frac{1}{2}$  seconds and the third in 31 seconds, making the best total time, 1 minute 34 $\frac{1}{2}$  seconds for 1 $\frac{1}{2}$  miles. Cecil Edge in the 80-horsepower Napier was second in 1 minute 37 $\frac{1}{2}$  seconds; Sira R. Gore in the 100-horsepower Mercedes was third in 1 minute 38 $\frac{1}{2}$  seconds, while J. E. Hutton in a 90-horsepower Mercedes was third in 1 minute 44 $\frac{1}{2}$  seconds. Among the touring car drivers the fastest time was made by Percy Martin, who drove a 30-horsepower Daimler, covering the  $\frac{3}{4}$ -mile distance in 50 $\frac{1}{2}$  seconds, an average of 44 miles an hour. In the class for touring motor cycles, the 2 $\frac{3}{4}$ -horsepower Minerva, ridden by W. W. Genn, covered the  $\frac{3}{4}$ -mile course in 1 minute 24 $\frac{1}{4}$  seconds.

## ANOTHER PACKARD TEST

Detroit, Mich., July 1—The new Packard made another trip to Chicago this week, with Russell Huff, chief engineer, at the wheel, accompanied by H. M. Allison, F. E. Paine, E. Mull and W. H. Pushey, all of the Packard company. It was one of the try-outs the company gives a new model in its endeavors to discover a possible weak point. The trip was made to test the efficiency and evenness of operation when running at a fast gait. The repairing of one puncture was the only time a tool was used. South Bend to Hammond was made in 2 hours 38 minutes and returning Hammond to South Bend was made in 2 hours 35 minutes. The car will be continued in service for an indefinite time without adjustment, with the object of securing data as to the consistency of performance of all parts.

## MAKES LEWIS MANAGER

Buffalo, July 1—At its meeting yesterday the Buffalo Automobile Racing Association elected Dai H. Lewis manager of the race meeting to be held August 18 and 19. Work on the meet will be rushed from now on, as the association intends to make the coming meeting by far the best that has been held in this part of the state.