

MILWAUKEE WILD OVER BARNEY



Milwaukee, Wis., June 3—Barney did it. He came and he conquered—we did the seeing. With his Green Dragon the illustrious Oldfield went a few for

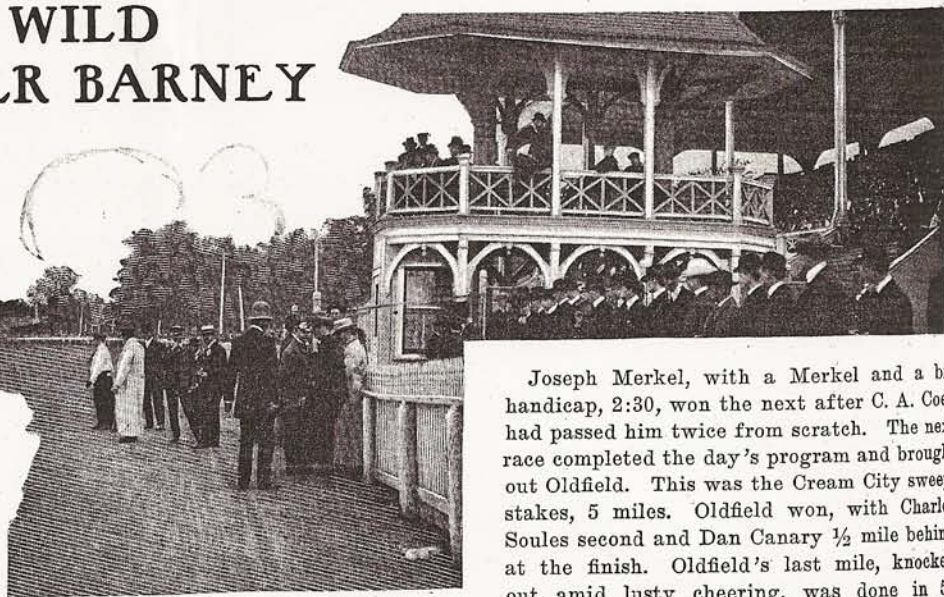
the delectation of the natives of Milwaukee. And with drooping chin and wide-staring eyes the natives looked on in amazement. 'It took them a whole day before they so far recovered their self-possession as to be able to cheer. And then cheer they did with a vim and vigor that did them credit. Barney got most of it, because he was the specially advertised feature of the performance. But there was enough and to spare for Charlie Soules, C. A. Coey, Dan Canary, Jerry Ellis and the rest of them.

It was a Barney meet, though. The sporting extras had Barney's name at the top of the page in letters 3 inches deep and pictures of him in his racing face that were startlingly suggestive of a certain character aptly portrayed by a man named Morrison in a play called Faust. And the second day the crowd was doubled.

Was it a success? Well, that depends. Nobody knows yet how far the promoters will have to go down in their pockets to make up the deficit. Was there a deficit? Can't say. If there was it's a cinch that the promoters will not be heard howling over it. At any rate it wasn't a frost. Nobody wanted his money back, and it awakened interest. And that's no easy task in Milwaukee, either. The circumstance that Milwaukee has so many automobiles and so many automobile concerns as it has is fit alone to rank among the pronounced wonders of the world. For Milwaukee's slow. Even her most patriotic citizen will admit that. But when she once gets there she sticks.

Conditions for the meet could not have been better. The man in the tower of the government building who is popularly supposed to dish out the weather had his choicest variety on top. There was not a cloud of any menacing proportions in evidence. The track at the state fair grounds was fast, a fact that was evidenced by Barney's pounding out a mile in 0:56 the first crack out of the box. And the state fair park course wasn't built for motor car races, either.

Milwaukee motorists welcomed the races heartily. Barney got here Wednesday night. Thursday he saw the town and the track. Other racers came Thursday and that evening there was a general round-up of the enthusiasts. With much tooting a motor car procession



passed through the streets to the amusement parks, where the driver-visitors were given a chance to drown whatever woes they might have brought with them from Chicago in flagons of the amber beverage which has helped to bestow fame upon Milwaukee. Forty machines were in the parade.

Friday morning there were workouts at the grounds, but the meet did not begin until afternoon. The crowd for the opening day was sparse, but interest was manifest among the faithful and many of them brought their friends Saturday. The first race of the meet was for five Cadillac cars, distance 3 miles. This developed a sensational finish right at the outset. August Jonas defeated William Jonas by scarcely 3 feet in 6:13%. The MOTOR AGE megaphone gathered the words from the lips of the announcer and sent them into the crowd. In a motor cycle race with four entries Walter Davidson won, doing 3 miles in 4:24%.

The third event was a 5-mile, open to 1-minute class cars. There were three entries, Charles Soules with the Pope-Toledo Red Rover, C. A. Coey with a Thomas and Dan Canary with his Thomas Tornado. Soules led from the start, with Canary from 100 to 150 yards behind him and Coey $\frac{3}{4}$ mile behind at the finish.

Arthur Gardner won the next event, a 3-mile open for Ramblers, in 5:43, with Harry Wade second. In the 3-mile race, open to cars listed at \$2,000 and under, J. H. McDuffee in a Stoddard-Dayton won in 4:57%, Henry Zerbel in a Merkel being second.

The sixth race proved to be a contest between two Pope-Toledos with an exciting finish. They were driven by Harry Nelson and Orlando Weber. The race was open to fully-equipped touring cars carrying three passengers. George Odenbrett in a Winton was fully a mile behind at the finish. Nelson led up to within a few yards of the finish when he was passed by Weber.

Joseph Merkel, with a Merkel and a big handicap, 2:30, won the next after C. A. Coey had passed him twice from scratch. The next race completed the day's program and brought out Oldfield. This was the Cream City sweepstakes, 5 miles. Oldfield won, with Charles Soules second and Dan Canary $\frac{1}{2}$ mile behind at the finish. Oldfield's last mile, knocked out amid lusty cheering, was done in 56 seconds. The time for the race was 4:58. First day's summary:

Three-mile for Cadillacs—August Jonas, first; William Jonas, second; time, 6:13 2-5.

Five-mile, 1 minute class—Charles Soules, Pope-Toledo Red Rover, first; Dan Canary, Thomas Tornado, second; C. A. Coey, Thomas, third; time, 5:38 3-5.

Three-mile for Ramblers—Arthur Gardner, first; Harry Wade, second; Clyde Leppo, third; time, 5:43.

Three-mile for cars \$2,000 or under—J. H. McDuffee, Stoddard-Dayton, first; Henry Zerbel, Merkel, second; time, 4:57 2-5.

Five-mile for equipped touring cars—Orlando Weber, Pope-Toledo, first; George Odenbrett, Pope-Toledo, second; time, 8:45.

Five-mile handicap—Joseph Merkel, Merkel, 2:30 allowance, first; C. A. Coey, Thomas, scratch, second; time, 7:14.

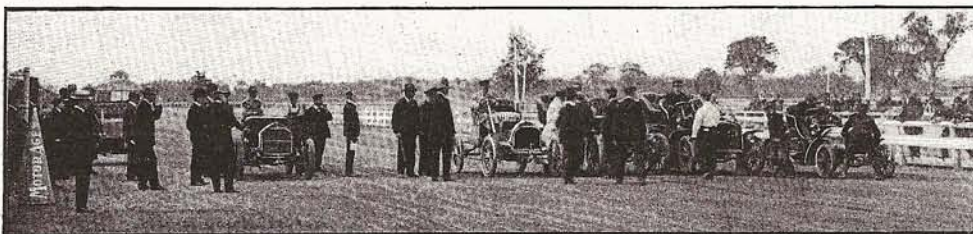
Five-mile Cream City sweepstakes—Barney Oldfield, Peerless Green Dragon, first; Charles Soules, Pope-Toledo Red Rover, second; Dan Canary, Thomas Tornado, third; time, 4:58; last mile, :56.

The next day it was still a Barney meet. The crowd had increased to between 4,000 and 5,000. That's a good crowd for automobile races in Milwaukee. It means about ten persons at the race to every machine owned in the city. And the people were waiting for Barney. They cheered the other fellows and took a lively interest in the exciting contest between Soules and Coey in the fourth event and cheered to the echo. But the real yelling was when the Green Dragon and its driver put in appearance. As on the day before Oldfield led from the start, but Soules was a close second. The time for the race was even better than on the day before—4:50% for the 5 miles. Oldfield's fastest mile was :56 $\frac{1}{2}$, just $\frac{1}{2}$ second slower than on Friday. Jerry Ellis, the third entry, was $\frac{1}{2}$ mile behind at the finish.

The second race was the special match between C. A. Coey in a Thomas and Jerry Ellis in an Apperson. Ellis led by 150 yards at the end of the first mile. Coey's engine got out of whack and a stop was necessitated. They got off again and once more Ellis led.

He won in 3:25%. The last mile was done in 1:07%. Coey won the second heat in 3:41. The finish was one of the closest of the meet, the machines being side by side.

Orlando and Charles Weber and



LINE UP OF THE RACE FOR \$2,000 CARS

Harry Nelson raced in Pope-Toledos. Charlie dropped out to fix his engine. Nelson quit and Orlando Weber finished the 3 miles in 4:17. Soules repeated his luck of the day before by winning the 5-mile 1-minute class race. His time was even better, 5:19%. Jerry Ellis, Dan Canary and C. A. Coey were the other entries. Ellis did not finish. In the event for Ramblers there were again three entered and Arthur Gardner won in 5:49. Three Wintons raced in the fifth and G. R. Bates won in 5:38%. One of George Odenbrett's drivers beat Dr. Ralph Elmergreen for second place. Joe McDuffee in a Stoddard-Dayton won the race for cars listed at \$2,000 and under, stripped, at 3 miles, in 4:47%. In the 5-mile handicap Jerry Ellis, scratch, won in his Apperson in 5:43%. Harry Zerbel was second. Orlando Weber in a Pope-Toledo, R. B. Ramien in a Franklin and Harry Nelson in a Pope-Toledo were the other starters.

Second day's summary:

Three-mile, motor cycles—Percy Mack, Davidson, first; Walter Davidson, Davidson, second; time, 3:58 1-5.

Three-mile, touring cars—Orlando Weber, Pope-Toledo, first; Charles Weber, Pope-Toledo, second; Harry Nelson, Pope-Toledo, third; time, 4:17.

Three-mile match, first heat—Jerry Ellis, Apperson, first; C. A. Coey, Thomas, second; time, 3:25 4-5.

Second heat—Coey, first; Ellis, second; time, 3:41 3-5.

Five-mile, 1 minute class—Charles Soules, Pope-Toledo Red Rover, first; Jerry Ellis, Apperson, second; Dan Canary, Thomas Tornado, third; time, 5:19 2-5.

Three-mile, special for Wintons—G. R. Gates, first; George Odenbrett, second; Dr. Elmergreen, third; time, 5:38.

Three-mile for Ramblers—Arthur Gardner, first; Clyde Leppo, second; time, 5:49.

Five-mile handicap—Jerry Ellis, Apperson, scratch, first; Harry Zerbel, Merkel, second; Orlando Weber, Pope-Toledo, third; time 5:43 1-5.

Three-mile for cars \$2,000 or under—J. H. McDuffee, Stoddard-Dayton, first; Joseph Merkel, second; time, 4:47 2-5.

ST. PAUL TOUR DETAILS

St. Paul, Minn., June 5—From Chicago to St. Paul, 470 miles, in 36 hours, will be the feat attempted by the non-stop or manufacturers' section of the Chicago-St. Paul run. Announcement was made today that this section would be added to the big run, and would be timed so that the arrival will be simultaneous with that of the regular body of tourists.

The first cars will leave Chicago June 30, the section consisting of light cars. The larger cars will leave July 1. The arrival in St. Paul is timed for the afternoon of July 4. The non-stop section will consist of stock cars, and will leave the Chicago club early in the morning of July 3, and will attempt to reach St. Paul late the next day. A car built for five must carry five; a two-seat runabout will be allowed to travel with its two passengers; and the rules and regulations established for this part of the run will be strictly enforced.

The roads are in bad shape now, owing to the heavy rains, but are of such material that they will be in shape after a few days of pleasant weather. Across northern Illinois the roads are good; when the route strikes the Mississippi valley at Dubuque, sand is encountered, and the roads along the river are expected to be excellent. The roads through Iowa are of clay, and will be the best obtainable in fair weather. In Minneapolis the soil is a heavy loam, and the route up through the southern part of the state has been selected with a view to obtaining a practical turn-pike all the way.



SOCIETY WAS THERE

Oldfield, Chevrolet, Kiser, Jay, Canary, Christie, Johnson and Soles are tied up to contracts for the meet. To give the event its final touch the big racers who take part in the New York meet of July 4 will conduct a race across the country. A special train will be used by E. H. R. Green, Major Miller and Webb Jay to transport themselves and their machines from New York to St. Paul. The three men will appear in the New York events July 4. Their cars will be put upon the special, which will leave New York late on the afternoon of July 4. The racers expected to cover the 1,500 miles to St. Paul, so that the cars can be run out on the Hamline track fit for the races by noon of July 6.

The meet will occupy the afternoons of Thursday and Saturday, July 6 and 8. It was announced that the railroads have practically agreed to a low rate from Chicago. The race program for the meet follows:

THURSDAY, JULY 6.

One-mile, flying start, against world's circular track record.

Three-mile novelty, for fully equipped touring cars.

Dual club event, for Twin City challenge cup—

competitors to be members of St. Paul or Minneapolis clubs; owners to drive.

Five-mile club championship between representatives of New York, Chicago and St. Paul clubs.

Five-mile handicap for cars taking part in run, owners to drive.

Manufacturers' and dealers' race, silver trophy—stripped stock cars.

Five-mile open, preliminary heats for class B cars; weight limited to 1,432; prizes, \$500, \$300, \$200.

Two-mile open, for amateurs.

Match race, two steam cars making best time to meet, winner to race against winner of match race between two fastest gasoline cars.

Invitation race, preliminary heats, three prizes.

Open race, preliminary heats; prizes, \$1,500, \$750, \$250.

SATURDAY, JULY 8.

Two-mile flying start, against world's circular track record.

Two miles novelty, women with escorts to drive.

Minle open, for Minnesota cars; record made to stand as official.

Five-mile cup championship, final, New York, Chicago and St. Paul clubs.

Five-mile handicap, for touring cars driven by owners, three passengers.

Five-mile open, class B cars, final heat.

Manufacturers and dealers' race, stripped stock cars.

Five-mile open for amateurs, final.

Final heat, \$2,500 open race.

Final heat, \$1,000 invitation race.

Two-mile open race for cars under 1,432 pounds, owners to enter and drive.

Five-mile open handicap pursuit race.

Match race for \$500; four cars making best time in previous races to be selected.

AMERICANS IN PARIS

Paris, France, May 27—The American Bennett cup race drivers, H. H. Lyttle and J. H. Dingley, arrived in Paris a few days ago, while the Pope-Toledo racers were shipped directly to Clermont-Ferrand from Havre. The Auvergne course is considered by the Americans as very difficult. They do not think it will be possible to run cars at a great rate of speed and believe their 50-horsepower American cars have fully as much chance to win as any others, besides having the advantage of being lighter and shorter than many of the European cars. They say the race will be a test of driving rather than one of horsepower.

The recent decision of the minister of the interior to prevent training on the circuit until after the eliminating race, has caused disappointment even among the drivers who have been over the circuit many times. A petition may be sent to the minister asking that certain days be set apart for the purpose. Several American tire repairmen are expected in Paris, having been sent abroad by a concern in Akron, O., to take care of the tires on the American racing cars.



CARS OF ALL STYLES LINED THE INFIELD

of the meeting; won by Ollie Savin (Pope-Toledo); time 3:29.

Event No. 9, final heat for H. E. Thomas Inter-Club trophy, called off and awarded to Walter Christie, representing A. C. A.

Event No. 10, special 5 mile race for \$500 purse; won by Webb Jay (White); time 4:58.

Milwaukee Races.

The feature of the opening day's races held by the Milwaukee Automobile Club at State Fair Park on June 2 and 3 was the victory of Barney Oldfield (Peerless) in the 5 mile sweepstakes race over Charles Soules (Pope-Toledo) and Dan Canary (Thomas), the two other competitors, the last mile of the event being covered in 56 seconds, the fastest time ever made on the track. Eight races were run off and about 2,000 spectators were present to witness the events.

The first event on the program, a 3 mile race for Cadillacs, was easily won by August Jonas. The 5 mile race, open to mile a minute cars, was captured by Charles Soules with a Pope-Toledo racer. Soules gained an early lead, and although Dan Canary in his Thomas gained somewhat in the last two miles, he was unable to overcome the lead and Soules won with about 50 yards to spare.

In place of the fifth event, for stripped cars 4 horse power and under, a handicap race was substituted. The handicapping was poorly arranged, however, and Henry Zerbel with a Merkel, who was given two minutes and thirty seconds handicap, was an easy winner. C. A. Coey in his white Thomas flyer starting from the scratch overhauled the other four cars in the race and finished second. The sixth event, open to Rambler machines, was won easily by Arthur Gardner, Harry Wade being second. Gardner was a quarter of a mile ahead at the finish.

The main event of the second day, the 5 mile Milwaukee Motor Derby, was won by Barney Oldfield, who finished about a quarter of a mile in front of his opponents, Soules and Canary, covering the distance in 4:50 1-5. Summary:

FIRST DAY.

First race, 3 miles, open to Cadillacs—August Jonas, first; time, 7:13 2-5.

Second race, 3 miles, for motor cycles—Walter Davidson (Harley Davidson), first; time, 4:24 4-5.

Third race, 5 miles, for touring cars from stock—Orlando Weber (Pope-Toledo), first; time, 8:45.

Fourth race, 5 miles, open to mile a minute cars—Charles Soules (Pope-Toledo), first; time, 5:38 2-5.

Fifth race, 5 mile handicap, open to stock cars—Henry Zerbel (Merkel), 2:30, first; C. A. Coey (Thomas), scratch, second; time, winner, 8:47; scratch man, 6:17 2-5.

Sixth race, 3 miles, open to Ramlers—Arthur Gardner, first; time, 5:43.

Seventh race, 3 miles, for cars listed at \$2,000 and under—Joseph McDuffie (Standard-Dayton), first; time, 4:57 2-5.

Eighth race, 5 miles, Cream City Sweepstakes, open—Barney Oldfield (Peerless Green Dragon), first; time, 4:58.

SECOND DAY.

First race, motor cycle, 3 miles—Won by Percy Mack; time, 3:58 1-5.

Second race, special match between Jerry Ellis and C. A. Coey for \$500, 3 miles—Ellis won the first heat in 3:25 4-5. Coey took the second heat in 3:41 3-5. The third heat was not run, as Coey's car went wrong.

Third race, fully equipped touring cars, 3 miles—Won by Orlando Weber; time, 4:17.

Fourth race, 5 miles, for one minute class—Charles Soules won; time, 5:19 2-5.

Fifth race, 3 miles—Won by Arthur Gardner; time, 5:49.

Sixth race, 3 mile special—Won by Baton; time, 5:38 4-5.

Seventh race, 3 miles, open to cars listing at \$2,000—Won by Joseph McDuffie; time, 4:47 2-5.

Eighth race, 5 mile handicap—Jerry Ellis (scratch) won; time, 4:47 2-5.

Ninth race, 5 miles, Milwaukee Motor Derby—Won by Barney Oldfield; time, 4:50 1-5.

The Oldsmobile Transcontinental Race.

The evening of May 30 found Dwight Huss driving the Oldsmobile, "Old Scout," in Cheyenne, Wy., he having traveled 150 miles that day, the longest stage since passing Chicago. Megargel was at this time in Lodge Pole, Neb., a day's journey behind. On June 2 Megargel was 50 miles east of Cheyenne, and Huss was in Laramie, having reached there the night before. On the morning of June 3 Huss left Creston, Wyo., which is 150 miles further on and was reached after two days' travel. Megargel spent the night on the prairie, having left Laramie late Saturday afternoon. Green River, Wyo., was reached by the leading contestant at 8 in the evening of June 5, who reported the best roads encountered for many days. Some trouble has been experienced in sandy roads owing to the difference in the Western and Standard tread of vehicles, the former being 60 inches and the latter 56.

Racing Notes.

The Dayton, Ohio, Automobile Club will hold a race meet at the fair grounds on July 4.

The Automobile Club of Minneapolis is planning to hold the annual hill climbing contest on June 24.

The program for the second annual climb to the clouds, which will be held by the White Mountains Roads Improvement Association from July 11 to 20, includes thirteen events for stock cars divided on a

basis of price, racing cars divided upon the A. A. A. weight classification basis, and motor cycles.

A match race has been arranged between the Reo Motor Car Company's new 32 horse power racer, the Reo Bird, and the 40 horse power Decauville, driven by Guy Vaughan, to be held at the Morris Park meet on June 10.

Henry Ford, of Detroit, has challenged Louis Ross for a race for the Thos. Dewar international straightway mile trophy. The deed of gift of the trophy calls for two annual competitions, and was won last at Ormond last winter.

The program of events for the race meet at Morris Park on June 10 contains five events. A two lap club handicap, open to amateur drivers members of the Morris Park Motor Racing Club. Three laps for cars weighing between 881 and 1,432 pounds. Two laps for dealers' selling handicap. Three laps, Morris Park Handicap, open to all. Five mile National Motor Car Championship of the A. A. A., free to all.

The Grand Rapids Automobile Racing Association was organized at Grand Rapids, Mich., last week, and the following officers were elected: E. W. Dickerson, president; J. R. Jackson, Roy Harrison, vice presidents; W. S. Daniels, secretary; Geo. M. Morse, treasurer; John T. Byrne, Dr. D. H. Eddy, George E. Ellis, board of directors. The purpose of this association is primarily to conduct automobile race meets. It has been announced that the first meet will be held on August 1 and 2.

Commercial Vehicle Notes.

A Rambler car of five passenger capacity is to be operated between Monterey, Va., and Staunton during the coming summer.

The recently incorporated Tarrytown, N. Y., Tally Ho Company propose to operate a stage line between North Tarrytown and Hastings.

M. D. Belliveau, of Virginia, Minn., has purchased a motor vehicle with which he proposes to operate a stage line between Hibbing and Chisholm.

L. E. Wood, a traveler for the Armbee Company, fruit growers of Garden City, Cal., has adopted the automobile as a means of traveling over his route.

The system of motor cars which is being operated over the streets of Parsons, Kan., is said to be meeting with marked success, and it is proposed to place two additional cars in service shortly.

The signal corps of the Army have ordered another Winton car, making three which they now have specially equipped to transport their implements and to lay telegraph wires.

It is reported that the Minnesota Mercantile Company, of Stillwater, have decided to equip their commercial travelers in the Wisconsin region about New Richmond,