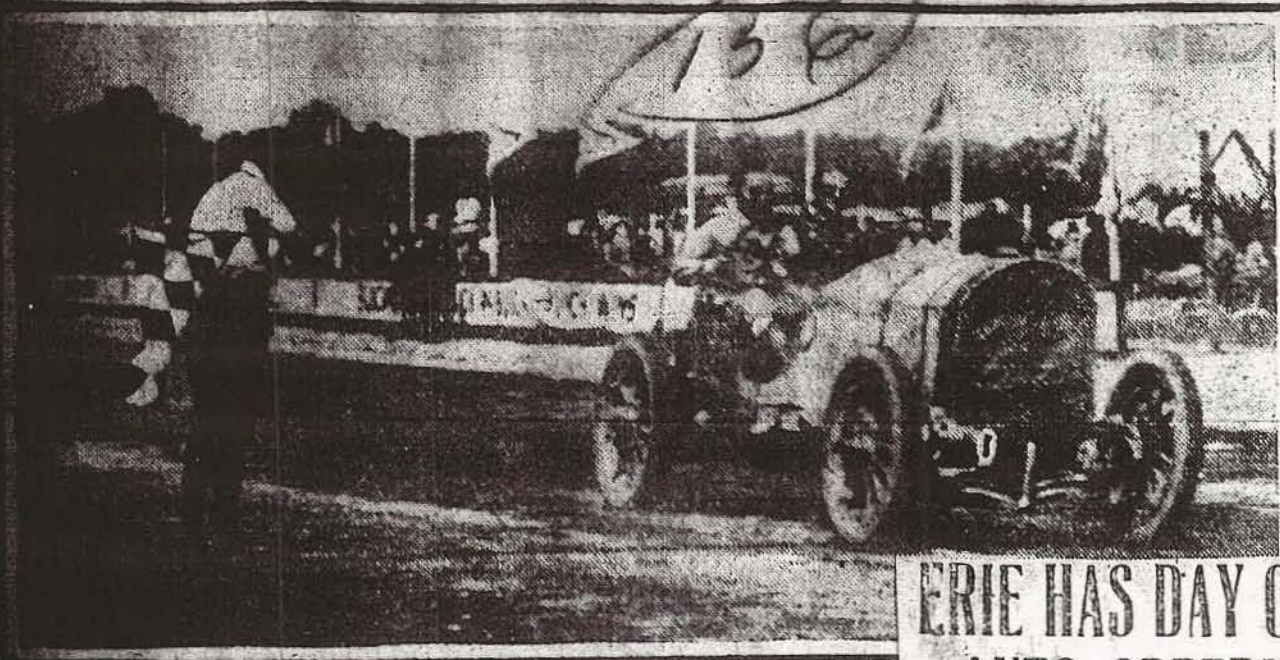


Barney Oldfield Breaking Records in 25-Mile Event.



BARNEY OLDFIELD HERE WITH HIS GIANT RACER

Daredevil Driver Is Ready for Saturday's Races

Barney Oldfield, famed for his daring as the greatest automobile driver in the world over circular tracks, and his giant 120 horse power Benz racer with more records to its credit than any other car in the world, are in Montgomery, ready for the big automobile day races at the fair on Saturday.

Oldfield arrived over the Western Railway at noon today, coming from Atlanta, where he smashed the world's speed marks over the new quarter million dollar speedway which opened last Saturday.

Barney Oldfield is probably the most remarkable figure in the automobile sport, for it was Barney that started auto racing in America, and it was none other than the intrepid fellow who won the championship for America against the foreigners long trained and skilled in handling and building racing cars.

Big, six feet tall and weighing over 200 pounds, Oldfield looks the typical athlete and it can be easily recognized that he is physically able to time any racing car, no matter how monstrous the engine or how rough the race course.

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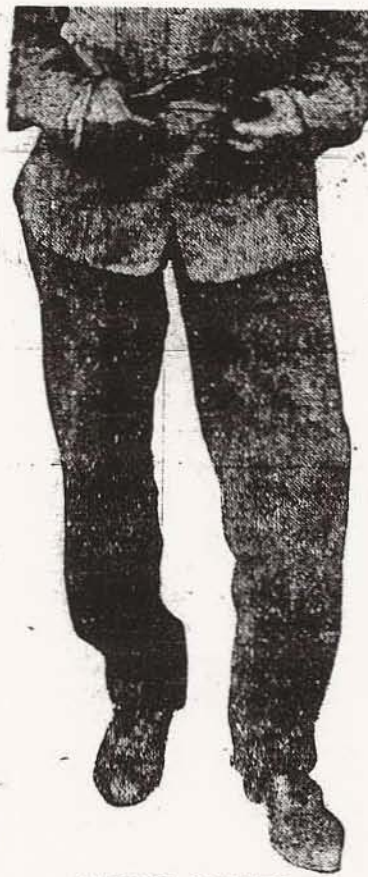
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To a Journal man Oldfield said shortly after stepping from the Pullman: "So this is Montgomery. Well I've heard a lot about the old town and even 'Doc' Billups says it is nearly as good as Atlanta, and it must be some town if you admits that." This city is one of five with over 2,500 inhabitants in the United States in which I have not raced over some sort of track. I hear that you have wonderful roads around the county, and I am going out this afternoon with a party of local automobile enthusiasts to look them over and pass my opinion as to the feasibility of holding a road race over the county roads next spring.

"Of course I hope to win Saturday, but Kirscher is a demon at the steering wheel and I will have to go my best to beat him to the tape. Still, I am not concerned about the outcome. Whenever they dig up a fellow that can beat me on a circular track I am going to quit, and take to my Ohio farm, which I bought with my first year's prize money. Since then I have not bought any farms for they have invented so many ways to separate champions from their money."

"Demon German" Here.

Pitted against Oldfield among others will be Ben Kirscher the "Demon German" who will pilot the Vanderbilt Cup winning Darracq of 100 horse power. Kirscher arrived yesterday also from Atlanta and started in at once to change the gearing of his machine to adapt it from a two mile court like the Atlanta speedway to a one



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Kirscher is a quiet fellow, unassuming in appearance and manner, but in his eyes is a look of determination and purpose. He said but little when queried this morning as to his chances. "I'm here, he said in broken English. "To lick this Oldfield and he will have to drive mighty fast to beat me. My car and my steering arms are in better condition and I think I will win."

Oldfield is the guest of General Post-senger Agent J. P. Billups while in the city and will spend the most of his time when not driving, in the private car of the Western Railway, which is parked at the union station. Much attention will be paid to the entertainment of the champion driver by the local automobilists and tomorrow Oldfield and his party will be the guests at a barbecue to be given by Major R. E. Steiner.

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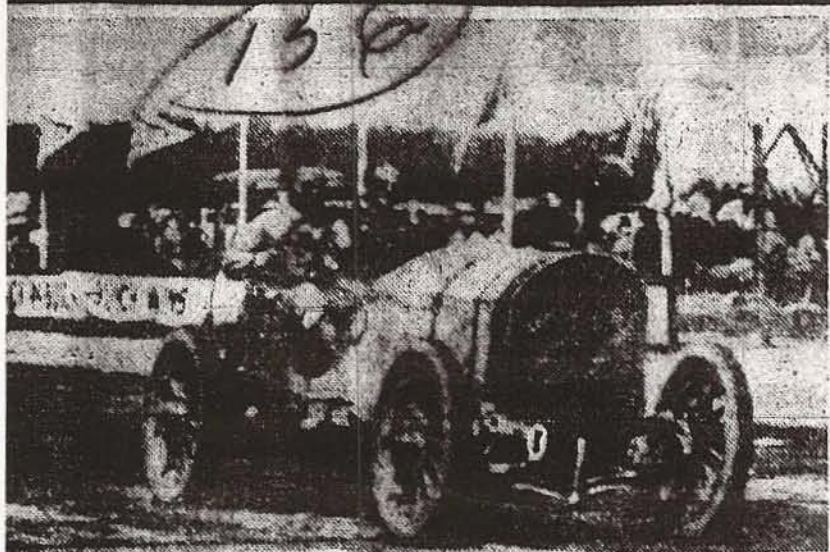
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Crocker, in his low-slung skeleton 30 horse-power Peerless, drove an exhibition mile in 1:22 1-5 and failed to make any sort of a showing in the two-mile race against Oldfield. He had the pole at the start and held the lead to the three-quarters, where Oldfield whizzed past him, making a runaway of the race.

MOTOR CYCLES LEAD IN SPORT.

The best sport of the day was furnished by the motor cycles. The three principal events narrowed down to contests between Lejeal, Kellum and Reinholz, on Indian, Merkle and Thor machines, respectively. The first race was a one-mile open event for single cylinders and was won by Gallagher, on a Merkle, in 1 minute 43 seconds. The second event was a one-mile open between Kellum on a 6 1-2 horse-power Merkle; Reinholz, on a 6 horse-power Thor, and Lejeal, on a 5 horse-power Indian. They finished in order named. Kellum got a bad start but soon caught his rivals and finished an easy winner. Kellum started in the next race, a five-mile handicap, at scratch, with Reinholz handicapped 75 yards and Lejeal 150. Kellum passed Reinholz without trouble, but Lejeal and his Indian flier was too much. The result was never certain, but Lejeal maintained his narrow lead to the finish, doing the five miles in 9 minutes 19 seconds.

KELLUM TAKES FIRST HONORS.

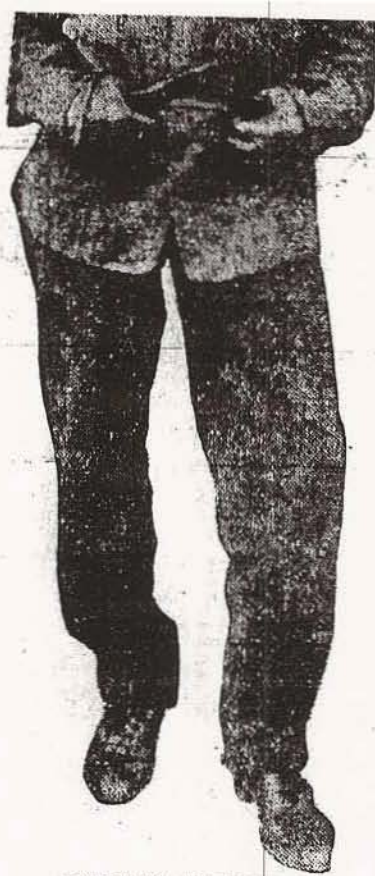
The stellar motor cycle event was the ten-mile race, which Kellum won in the remarkable time of 15 minutes 15 1-4 seconds. Kellum again started at scratch, with Lejeal handicapped 250 yards and Reinholz 125. Kellum rode in consistent fashion, clipping off the miles in regular time and never relinquishing the lead once gained. Motor cycle honors thus went to Kellum, with two firsts, and second honors to Lejeal with one first and two seconds.

ROTH'S AUTOS WINNERS.

All honors in the classes for local stock cars went to Jacob and Louis Roth, who made a clean sweep in the three events. The Cadillac "Thirties" started in the two-mile race for stock cars from \$1,200 to \$2,000 in price, driven by Louis and Jacob Roth and Chatam. The fourth starter was a Buick runabout, driven by Marshall. The Buick, costing \$850, was not eligible to this class, but as there were no classes for cars costing less than \$1,200, it was permitted to enter. The little machine was at once a big favorite with the crowd, but, as expected, it failed to do better than third against the higher powered cars. Jacob Roth finished first, Louis Roth second, Marshall third and Chatham fourth. The time was 3:02.

L. ROTH WINS TWO RACES.

Louis Roth also won the three-mile open event for local cars, in 4:37, pitted against a Thomas Flyer, an ancient model, driven by Sandt, and the Buick runabout, driven by Marshall. He also won the 10-mile open event. The Buick experienced a mishap soon after the start and shortly after was forced to drop out. In making a short turn the front wheel struck the fence, impairing the steering gear. Marshall tried to right the trouble in the next mile but did not succeed and then retired. The Buick, racing against its more powerful rivals because there



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MANY FAIL TO START.

The novelty races were not attempted as there were no entries. There were fewer starters in all of the events than were expected, but this was the fault of only those who possessed eligible cars but did not care to race. The Buick was a strong favorite before the races, but the inability of Mr. Arbuckle to secure a \$1,750 car left him with only the runabout with which to meet the touring cars.

On a whole, the day's sport pleased the big crowd. Some expected to see Oldfield show more speed in his exhibition mile, but his failure to do better than 1:12 1-5 was attributed to the fact that the turns were not fully dried out after the rains and previous races had left them in bad shape. Following are the summaries in order as they

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