

OLDFIELD'S NEW CAR WAKES HOPES

His Possession of Big Benz Racer
Could Be Utilized for
Fine Contest.

SEVERAL ELIGIBLE TO COMPETE

He, Christie, and Others Might Try
Conclusions at Brighton—
Great Crowd Certain.

By W. J. MORGAN.

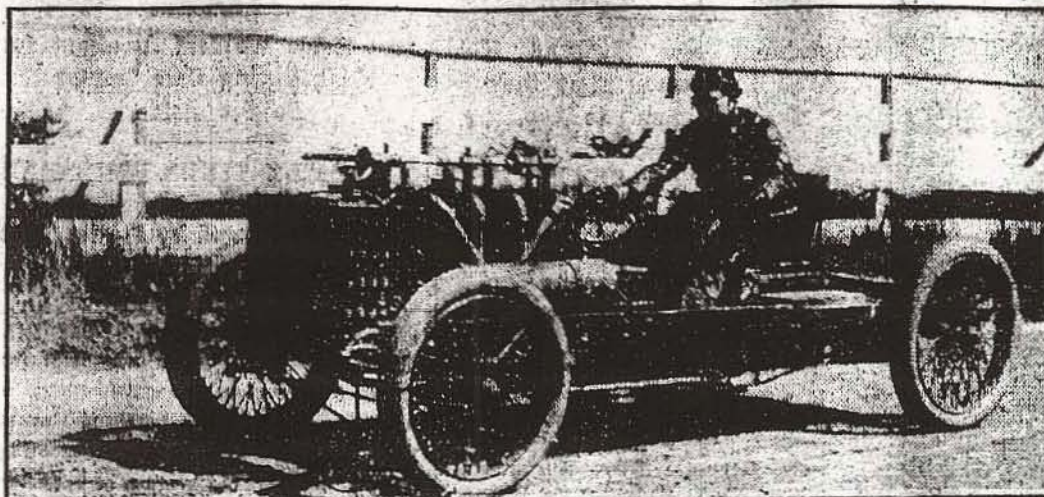
The securing of the big Benz racer that swept the decks in a speed way on the Florida beach at Daytona last winter, simply because there was no other car of equal power there to compete with it, calls to mind that Oldfield has not had a car the equal or superior of many drivers since he drove the old "999," away back in 1902, when he could give his dust to any driver, as that early and wonderful creation of Henry Ford, the "999," was the fastest thing on the track in those days.

It is, however, seven years since "Barney" did the dare-devil stunts with the mammoth racer, which must have weighed 5,000 pounds, but it had a habit of getting there in the hands of Barney. Since that time, however, Oldfield has been largely engaged in the more or less safe pastime of barnstorming with cars just fast enough to defeat the ordinary driver and ordinary car met with on the far-off Pacific coast and other places. And, even then, once in a while, Barney would catch a tartar in some young person who had a fairly fast car and knew the track. Barney seldom ventures in a road race, and when he did get up on the Briarcliff course, oh, how they did "soak him!"

"Barney" Oldfield, however, is a popular character, and he is a great favorite with the automobile racegoing public, and now that he has the big Benz racer, he ought not to be shy of fast company, and come right to New York and show the people that he is still the old champion, as he will have little competition outside of Christie and his big new front drive car, which seems to have put it on "Barney" last Friday at Fort Erie in Canada, but then "Barney" turned the tables on Christie the next day, so the real merit of the two men and machines are still undecided.

What The Globe motoring department would suggest to the Motor Racing Association, and A. B. Corder, its chairman, is to invite "Barney" Christie, Maurice Bernin, and Ralph De Palma to engage in a first class match for money at Brighton Beach during the next meet, and make the distance, say, fifty miles. Christie held the five-mile track record for years, and still holds the 100 miles in 82 minutes, made on the Ormond-Daytona Beach in Florida, with his small front drive car, which has never been beaten by an American car, but has been by big foreign cars. Then there is Mau-

"BARNEY" OLDFIELD IN FAMOUS OLD RACER AND IN LATEST BI



OLDFIELD GETS BIG RECEPTION

Eric Dyer 28-2-189
Throngs of Curious People Assembled to Meet the Famous Driver When He Reaches City to Race at Reed's Track.

DETAILS OF RACES

Ten Events on Program, With Motor Cycles Leading Off, Followed by Novelty Events and Speed Exhibitions.

Barney Oldfield drove into Roth's Garage on State street at 9 o'clock last night and was not only met by the ardent motor enthusiasts of the city, but by a crowd of people, the proportions of which could be reckoned only from the number the building will hold. Oldfield's car, the 120-horse-power Benz, had been installed in the garage by the mechanic early in the day and all day long had been surrounded by sightseers who were anxious to see what Barney's press agent tells us is "the only racing car in existence that has been driven to victory in every race in which it has started." Everybody that saw the car was on hand to see its owner, and a few hundreds more. Barney was given as royal a reception as was ever accorded man



BARNEY OLDFIELD IN HIS FAMOUS OLD BUILT BY HENRY FORD, AND OLDFIELD RACER, THE BIG BENZ.

Following this race, E. C. Crocker will drive an exhibition mile in his Peerless and will attempt to make the best time ever made on Reed's track. The next event will be an open race for local cars and will be from two to 10 miles. The distance to be decided today. Oldfield will then drive an exhibition mile against his world's record of 1 minute 6 seconds, made at Findlay, O., early this week. Crocker and Oldfield will then meet in a match race of two miles for a purse of \$1,000 and a side bet which the managers of the two drivers have posted.

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Oldfield would have nothing over De Palma on a mile track, notwithstanding the difference in power of their machines, as the little Cyclone could cut the corners faster than the Benz, but on a road or beach the case would be different.

Now here are four men who could put up a first-class battle and draw an immense crowd to Brighton Beach if they were offered inducements to appear by the Motor Racing Association. These men would draw double the amount of the purse offered them, so that there would be money in the pockets of the M. R. A., and besides, give the public a red hot race, and that is what the public seems to demand, notwithstanding the danger of the present-day horse-race-track automobile racing.

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PRESAGES IMMENSE CROWD.

Last night's demonstration in honor of Oldfield and the attention accorded the Benz car all throughout the day presages in the minds of the promoters a record attendance at this afternoon's races at Reed's track. The Peerless racer to be driven today against Oldfield's Benz and in an exhibition by E. C. Crocker was also a big attraction at the Star garage and those who saw it were more impressed with its appearance than with the Benz, which latter vehicle is nothing more or less than a monster engine capable of generating 150 horse-power and which shows externally the effects of the gruelling races in which it has figured prominently in Savannah, Worcester, Russia, France, Indianapolis, in fact every place where the daredevil pilots have congregated in the past two years. The Benz car has four cylinders, 6 7-8 inch bore and an 8 inch stroke. The Peerless car is of 80 horse-power and is a long, low craft built primarily for track racing. Mr. Crocker is an experienced driver and has met Oldfield several times, the last match being at Fort Erie, when Crocker defeated Oldfield in one of the three races.

PROGRAM OF RACING.

The first events on this afternoon's program will be the motor cycle races, of which there are four. Following these events will come the first novelty race. This will be open to all local drivers. The name of the race is properly derived. The conditions are as follows: The operator drives the first lap alone. At the end of the first lap he picks up two passengers; at the end of the second lap he stops and discharges all passengers; at the end of the third lap he picks up two passengers, then discharges them and races alone to the wire.

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The last event on this tentative program will be a 10-mile open race for local chassis or cars and will be the star attraction of the day from the standpoint of the local drivers. In it will be seen two Buicks, a Thomas Flyer, a Hufmobile, two Cadillacs and possibly others.

WILL BE OTHER EVENTS.

The foregoing list of events are those which had been closed up to a late hour last night, but two or three more will be added this morning. Oldfield and Crocker will probably race in at least one other event, possibly a five mile, or perhaps a longer race. This will all depend on the rapidity with which the many events are disposed of and the condition of the track. The track last night was in excellent shape. Two Buicks and two Cadillacs went some fast miles last evening and the drivers declared the course to be in perfect condition.

The judges officials for the races this afternoon have been chosen as follows:

Referee—R. K. Jarecki, president of the Erie Motor club. With Mr. Jarecki will be A. C. Ferguson, secretary, representing the contest board of the A. A. A.

Judges—R. J. Saltzman, L. Streuber, Timers—W. L. Thompson, J. Johnson, Burt Arbuckle.

Clerks of course—C. J. Minnig, S. W. Ramsey.

Starter and announcer—E. W. Moross.

PRECAUTIONS FOR SAFETY.

The races will start promptly at 2:30 o'clock. Extra transportation service has been guaranteed by the street car company and every arrangement has been made to accommodate an immense crowd. No spectators, automobiles, carriages or vehicles of any kind will be allowed inside the fence enclosing the track. Kohler's band will occupy the band stand and the officials will be in the judges' stand. This precaution is taken in view of the fact that cars losing tires or experiencing other trouble invariably crash through the inner fence.

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OLDFIELD HIT BY AUTO. Automobile driver was run over and killed. Michigan driver, near Elkhart. (London). At 10:15 a.m. fatal R.

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OLDFIELD GOING FAST PACE

Oldfield's appearance in Erie today has aroused added interest and enthusiasm on account of the fact that he has just closed a record-smashing tour of the racing centers. At Indianapolis at the opening of the new speedway he broke all world's records from one to 25 miles. His mile record was 43 1-10 seconds, and his average per mile for the entire distance was 40 seconds.

CLOSE CALL AT INDIANAPOLIS

In talking of the Indianapolis race last night and the fatalities which attended them, Oldfield remarked that in his career as a driver he had never experienced such gruelling races as were run last week over the new Indianapolis speedway. He ascribed all of the accidents to the unfinished condition of the course, which, he said, fatigued the drivers to such an extent that they lost control of their cars without having enough strength left to guide them or check their mad speed. He said that he had been in many accidents, had many number of narrow escapes, but never before came so near to losing his grip on the big wheel as he did on the last few laps of the 25-mile race. The bunhooks of the course had so taxed his strength that when he reached one of the last turns he found himself unable to turn the wheel. He looked down at his tires, thinking that one might be flat, but finding nothing the matter with the machine, he realized suddenly that his arms were paralyzed. He shouted to his mechanic—who will ride with him today—to help him turn the wheel. The young German has a limited understanding of English and, as Barney explains, this fact almost cost them their lives. He made the German understand the predicament and then the mechanic, with one arm bruised and aching from clinging to his seat, reached, grasped the wheel and between them they managed to find distance without mishap.

ENJOYING THE GAME

Barney is a picture of good health and says he enjoys the game. He weighs close to 200 pounds, is clear eye and vigorous. He motored away from Cleveland last night in his National touring car in company with his wife and a party of six men prominent in the automobile world and their wives. He will be at the Reed track while in Erie. He will probably remain her for a few days, as his next race is in Lowell, Mass., Sept. 7.