

July 6, 1905

WAS PROGRAM OF ACCIDENTS

Pittsburg's 2-Day Meet Suffers Many Unexpected Vexations but Creates Much Local Interest—Chevrolet, Oldfield and Kiser the Stars

Pittsburg, Pa., July 1—Fate did her best to spoil the meet at Brunots Island, June 28 and 29, and failed. Accident followed accident, but luckily not one resulted seriously. Intense rivalry that threatened at times to break out in open warfare was so tempered by the official rulings that the racers left Pittsburg with no stigma on their names. The nervy Chevrolet won three of the four events in which he was entered, the championship of the second day and the free-for-all on both days. Oldfield captured the championship race the first day. Kiser, with the Winton Bullet II, made a new world's record the first day when he tore under the 5-mile wire in 4:44 2-5 seconds.

The main channel of the Ohio river, over which most of the 6,000 people who attended the first day's races had to pass, was on something of a rampage. The wickets were down at Davis island dam and the heavy current made it hard for the one ferry to pull across. Twice the boat with its load of 150 passengers dipped so badly amid stream that a panic on board was imminent. Hundreds of people were afraid to venture and rather than wait an hour in the broiling sun for their turn on the one small naphtha launch that helped out the ferry, turned back home. More boats were secured the second day, so that the crowds got across in good time.

It was after 3 o'clock when the first day's races were called. The local stock car races were put on first. When the 5-mile championship was called tremendous cheers went up from the grandstand only to be succeeded by tumultuous stamping of feet and angry howling at subsequent delay over the method of starting. Finally Chevrolet and Kiser lined up at the half-mile post and it was announced that the race would start flying at the home wire and that the winner should race Oldfield in a second heat.

Kiser took the pole and from a first lead of fifteen lengths gained on his opponent until he finished the 5 miles 3/4-mile in advance. After the fifth event Kiser and Oldfield raced for the national championship. A wet stretch of track on the far turn caused more delay. Kiser took the pole at the start but Oldfield passed him going around the first turn. At the three-eighths pole Kiser's car broke down and he was out of the race. Oldfield's time was 4:50 2-5. Major Miller immediately announced that he would contest the race on the grounds that Oldfield's Green Dragon had no reverse gear and was not eligible under the rules of the national association amended June 1.

Oldfield and Chevrolet had the 10-mile free-for-all to themselves as Kiser's car could not be fixed up in time and Charles Soules with his Pope-Toledo had not yet arrived. Barney took the pole and by covering the Frenchman with dust increased his lead from ten lengths at the end of the first mile to an eighth of a mile at the end of the fourth. Chevrolet took the pole and led in the sixth mile. In the seventh the Green Dragon's right rear tire went wrong but Oldfield finished without it, leaving Chevrolet winner in 10 minutes flat.

Over 5,000 people were present the second day. Kiser, because of the Winton Bullet's broken crank shaft, was out of the races. Chevrolet won the 10-mile race in 9:53 2-5, or 7 seconds faster than the day before, and that after riding 6 miles through a cloud of dust from Oldfield's machine. The Fiat was in much better condition Thursday and the Frenchman gained on Barney on every stretch.

In the 5-mile free-for-all Barney had the lead and was throwing billows of dust back at his rival when at the third home stretch he was brought to a dead stop by his rear right wheel smashing. Crowds rushed onto the track and Kiser came tearing down the course only to see Barney calmly sizing up the ruins. To satisfy the crowd, which was much disappointed by the two accidents to the Green Dragon, a special event was planned for Oldfield and Chevrolet, but the Green Dragon could not be repaired that day.

The summary of the races is as follows:

THE FIRST DAY

Five miles, for stock gasoline cars up to 22 horsepower—Won by W. F. Winchester, 12-horsepower Franklin; C. K. Hill, 12-horsepower Franklin, second; W. G. Larimer, 16-horsepower Reo, third. Time, 8:37 2-5.

Five miles, for stock gasoline cars up to 28 horsepower—Won by D. P. Collins, 24-horsepower Peerless; F. Hodge, 24-horsepower Pierce, second; E. F. Winchester, 12-horsepower Franklin, third. Time, 6:44 2-5.

Five-mile championship, first heat—Won by Earl Kiser, 80-horsepower Winton Bullet; Louis Chevrolet, 90-horsepower Fiat, second. Time, 4:44 2-5.

Second heat—Won by Louis Chevrolet, 90-horsepower Fiat; Barney Oldfield, 60-horsepower Peerless, second. Time, 4:50 2-5.

Ten miles, for stock gasoline cars up to 36 horsepower—Won by D. P. Collins, 24-horsepower Peerless; M. Hart, 22-horsepower Pierce, second; E. Haus, 32-horsepower Pierce, third. Time, 12:32 2-5.

Five-mile Cupid's race—Won by Lester Wilson, 40-horsepower Pierce; E. Haus, 32-horsepower Pierce, second; D. P. Collins, 24-horsepower Peerless, third. Time, 7:38 1-5.

Five-mile handicap—Won by C. K. Hill, 12-horsepower Franklin, 1:15; C. Soules, 30-horsepower Pope-Toledo, scratch, second; F. Hodge, 24-horsepower Pierce, :35, third. Time, 7:18 3-5.

Ten-mile free-for-all—Won by Louis Chevrolet, 90-horsepower Fiat; Barney Oldfield, 60-horsepower Peerless, second. Time, 10:00.

THE SECOND DAY

Two miles, for stock gasoline cars up to 22 horsepower, to be run in touring trim—Won by W. F. Winchester, 12-horsepower Franklin; Leonard Gardner, 12-horsepower Franklin, second; W. G. Larimer, 16-horsepower Reo, third. Time, 3:22.

Ten miles, for stock gasoline cars up to 28 horsepower, to be run in touring trim—Won by D. P. Collins, 24-horsepower Peerless; F. Hodge, 24-horsepower Pierce, second; E. F. Winchester, 12-horsepower Franklin, third. Time, 13:43 3-5.

Ten miles, national championship of the American Automobile Association—Won by Louis Chevrolet, 90-horsepower Fiat; Barney Oldfield, 60-horsepower Peerless, second. Time, 9:53 2-5.

Five miles, for stock gasoline cars up to 36 horsepower, to be run in touring trim—Won by Charles Soules, 30-horsepower Pope-Toledo; E. Haus, 32-horsepower Pierce, second; F. Hodge, 24-horsepower Pierce, third. Time, 6:34 3-5.

Five-mile handicap—Won by Charles Soules, 30-horsepower Pope-Toledo, scratch; W. F. Winchester, 12-horsepower Franklin, :35, second; D. P. Collins, 24-horsepower Peerless, :20, third. Time, 6:35 3-5.

Five-mile free-for-all—Won by Louis Chevrolet, 90-horsepower Fiat; Barney Oldfield, 60-horsepower Peerless, second. Time, 5:00 1-5.