

Time.	L. A. to Phoenix.	Pos.
2:56	23:50	1
2:30	23:15	2
2:57	25:03	3
3:36	26:01	4
2:52	26:30	5
3:54	27:58	6
5:30	29:18	7
4:01	31:56	8

ers, broke for ion and twenty check in before time limit. Greenwood, drivers, out at Conocnix, broken spring. ers, out at Hot Springs Junction steering gear.

MAXWELL NON-STOP RACER WILL BE ON DISPLAY

Diegans Will Have Opportunity Today to Inspect Car Driven by Carlson.

hat San Diegans may have a look at the noted Maxwell, 17 driven by "Bad Bill" Carlson to second place without a stop in yesterday's classic on the Point Loma race, the Southwestern Motor Car company, which has the agency, will have the car on display at its salesroom, 1125 First et.

o San Diegans there will be a interest shown in the fast and dy car, for the reasons that Carlson is a San Diego boy and that the well is a great favorite here. he great race of the Maxwell out a stop was a general topic conversation among motorists night. Not once did Carlson's r stop in the 303.032 miles, this rd entitling him to a new world's -stop mark for road racing. The s of yesterday was longer than er the Elgin or Corona. Eddie len drove the Elgin race with a cer without a stop. The Elgin is miles. Pullen was second. t Corona Oldfield took second e in a Maxwell. The Corona race 301 miles. Oldfield made a sen- onal average, about 86.5 miles an r. As the race of yesterday was .082 miles, it was longer than er the Elgin or Corona, in which -stop records were set, so Carl- s work set a new non-stop rd. Carlson's average was 65 s, which on the Point Loma rse is exceedingly high. On the ightaway the Maxwell had close 100 miles an hour, while on the k stretch in the hills it pulled a demon.

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DIEGO TO HAVE TURTLE RACE WITH SEVEN ENTRIES.

DIRECT WIRE—EXCLUSIVE DISPATCH I & DIEGO, Jan. 9.—A novel near- mobile race is to be staged in position grounds here Sunday noon. Seven entries are in and each entrant paying a \$50 fee, is to go to the winner of the The cars to be used are the quettes used exclusively on the tion grounds, guaranteed for a not to exceed three miles an

entrants are Austin Adams, r Brookins, Roger Janus, J. E. Knox Martin, Tod Mossholder arl-E. Lundquist. The course is around the exposition grounds, ps to the race, or about twelve

OLDFIELD WINS PHOENIX RACE

THURSDAY MORNING NOVEMBER 12 1914

Nikrent First Across Line

Desert Classic Ends With Veteran Acclaimed as Master Driver; Beaudet Is Third and Durant Makes Fourth

BATTLE ROYAL MARKS LAST LEG OF CONTEST

(Special to the Tribune) PHOENIX, Nov. 11.—Barney Oldfield, master driver of the world.

Thus reads the last chapter in the record of the seventh annual Los Angeles-to-Phoenix auto road race, won by Oldfield in a Stutz with Louis Nikrent in a Paige second, Ted Beaudet in a Paige third, and R. C. Durant, in a Chevrolet, with the great Swiss pilot, Louis Chevrolet, as his helper, fourth.

These will split a purse in their order as follows: \$2700, \$2000, \$1500 and \$500.

Nikrent was the first to reach Phoenix. He arrived at the state fair grounds, where hundreds were waiting the arrival of the cars.

Nikrent made the best time in the 124-mile run from Prescott. He drove it in 5 hours 25 minutes. Oldfield drove in 5:55, Beaudet in 6:50, and Durant in 8:50.

Ovation Given Drivers Each received an ovation from the crowd at the fair grounds and Oldfield was introduced in the judges' stand.

Each driver and mechanic wore a mask of mud and the cars carried a coating so thick that their numbers could not be discerned.

Remarkable as it may seem, after a grind of such a nerve racking character, all members of the cars' crews jumped from their seats feeling none the worse for the severe test, and tonight each participated in the street frolic marking the night of nights of the Arizona state fair.

Their cars were said by the drivers to be in splendid condition, which speaks in the highest praise for each car.

"The greatest race from every angle the game has ever known."

In these words Oldfield sums up the desert classic.

Bad Weather Encountered Everything in the way of weather and road conditions was encountered on the last, the hardest run of the race. In the lower regions rain drenched the crews to the skin, while in the mountain country, where an altitude of 7000 feet was attained, some snow and much hail pelted the crews in the face, but the stinging visitation served only as an incentive to all to keep pushing on at the highest speed possible.

It was a contest of physical and mechanical endurance rather than a speed event, and crews and cars met every obstacle bravely and overcame it.

Oldfield's average for the 696 miles was 29.1 miles an hour. The only place at which it was necessary to tow the turn was an unexpected one, New River, fourteen miles from Phoenix. Bramlette was first at this point, and for several miles tore along at the side of the Howdy Special. He broke a steering arm trying to plunge across the stream, and actually came to the finish line steering on left turns with his feet.

Pilote With Board A board was spliced to the axle and the pilot of the Cadillac, a 1913 model which has seen 50,000 miles service in desert country, steered the car with the improvised device for fourteen miles.

Bramlette was leading the race at the time of the accident and Nikrent

Where's Barney? Why, Here He Is! Here's the "Winning Smile" of the Veteran Driver as Phoenix Saw It Yesterday, When He Won Great Contest.



of the race, again demonstrated the speed in the little machine. By a sudden burst of speed he had crept up to a point where he could see the Oldfield machine, and in passing through Congress Junction was only one minute behind the leader, Barney, at 3:10 o'clock, nine minutes ahead of the Paige. Oldfield got reached there at 12:45 o'clock. Returning along the Chevrolet was Bill Bramlette and his Cadillac. Nikrent followed at 3:29 o'clock, but later.

Drive's Resourceful Between the river and Peoria both Nikrent and Durant lost time to the Cadillac, and Bramlette dashed through the town, twelve miles north of here, at 3:10 o'clock, nine minutes ahead of the Paige. Oldfield got reached there at 12:45 o'clock. Returning along the Chevrolet was Bill Bramlette and his Cadillac. Nikrent followed at 3:29 o'clock, but later.

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The great race of the Maxwell without a stop was a general topic of conversation among motorists last night. Not once did Carlson's record stop in the 305.082 miles, this record entitling him to a new world's non-stop mark for road racing. The race of yesterday was longer than either the Elgin or Corona. Eddie Julien drove the Elgin race with a Jerceer without a stop. The Elgin is 91 miles. Pullen was second.

At Corona Oldfield took second place in a Maxwell. The Corona race was 301 miles. Oldfield made a sensational average, about 86.5 miles an hour. As the race of yesterday was 305.082 miles, it was longer than either the Elgin or Corona, in which non-stop records were set, so Carlson's work set a new non-stop record. Carlson's average was 65 miles, which on the Point Loma course is exceedingly high. On the freightway the Maxwell had close to 100 miles an hour, while on the sack stretch in the hills it pulled like a demon.

The Maxwell was in good shape after the hard race, and Carlson said had it been necessary he could have driven a longer race. The record gives much gratification to members of the Southwestern Motor Car Company and also to Paul Hale Bruske, manager of the Maxwell contest team.

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BY DIRECT WIRE—EXCLUSIVE DISPATCH.] SAN DIEGO, Jan. 9.—A novel near-tombstone race is to be staged in an exposition grounds here Sunday afternoon. Seven entries are in and each entrant paying a \$50 fee, 50 is to go to the winner of the race. The cars to be used are the triquettes used exclusively on the position grounds, guaranteed for a race not to exceed three miles an hour.

The entrants are Austin Adams, Walter Brookins, Roger Janus, J. E. Nus, Knox Martin, Tod Mossholder and Carl E. Lundquist. The course is to be around the exposition grounds, 10 laps to the race, or about twelve miles.

A runway is to be built into Alvy's Cafe on the grounds and the race is to be inside the Cafe Cristol.

The officials for the exposition turtle race are Barney Oldfield, starter; William Mountain, referee; Charles Oest-5, Walter Dupee and Capt. Kincaid, S.M.C., timers. Puente MacDermott, Los Angeles is to officiate as chairman of the Technical Committee. The judges named are E. Milton Barber and F. L. Moon. Dr. Donnell is to be in charge of the ambulance service on the course.

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A board was spliced to the axle and the pilot of the Cadillac, a 1913 model which has seen 50,000 miles service in desert country, steered the car with the improvised device for fourteen miles.

Bramlette was leading the race at the time of the accident and Nikrent, Oldfield and Beaudet passed him.

Barney Oldfield was the first to be checked out of Prescott this morning. While he left the control promptly at 10 o'clock (9 o'clock Pacific time) and the other cars followed at two-minute intervals, it was much later when the machines actually were on their way toward Phoenix, as practically every car had to be extensively repaired after leaving the checking station. This work was done in a pouring rain. Thousands of persons, however, lined the course out of town and saw the desert racers plough through the muddy streets and head southward.

For the first twenty-three miles of the journey to the finish line, Oldfield, Nikrent and Olin Davis battled, the three cars being less than



of the race, again demonstrated the speed in the little machine. By a sudden burst of speed he had crept up to a point where he could see the Oldfield machine, and in passing through Congress Junction was only one minute behind the leader. Barney reached there at 12:45 o'clock. Roving alongside the Chevrolet was Bill Bramlette and his Cadillac. Nikrent in the Paige No. 8 followed a minute later.

Between Congress Junction and Wickenburg Durant passed the veteran Oldfield, passing through the town one minute in the lead of him. The Cadillac this time did not keep up with the little Chevrolet and third position at the end of the first fifty-four miles of grinding of the day went to Nikrent.

Oldfield Sticks in Mud

Little did the racers know what was in store for them a few miles out of Wickenburg. The glue-like mud of the Agua Fria river cost Oldfield another position. The veteran ran his Stutz into the morass where it stuck until he was towed out by a team of mules on the bank.

Meanwhile Bramlette in his Cadillac, and driving like a wild man, in an effort to make up the lost time, took the river with a rush, sending high sprays of mud and slush. Behind him flew Nikrent in Paige No. 8 and he too successfully negotiated the river without the aid of the mules. These two drivers left the river and headed for Phoenix in the van, hood to hood.

Durant in the Chevrolet also struggled through the mud and was soon after the leaders. Oldfield finally managed to hit solid ground and resumed the chase in fourth position, but apparently confident that his large margin of elapsed time would win for him even if he failed to overtake the leaders.

Driver's Resourceful

Between the river and Peoria both Nikrent and Durant lost time to the Cadillac, and Bramlette dashed through the town, twelve miles north of here, at 3:10 o'clock, nine minutes ahead of the Paige. Oldfield got through at 3:31 o'clock. Nine minutes later word was received that Bramlette had passed through Glendale, only nine miles from the finish. Nikrent followed at 3:29 o'clock. But the pace told on Bramlette's car. Something snapped and investigation proved that the steering rod on the left side had gone. He limped into Phoenix steering partly with his feet.

The condition of some of the other cars shows how strenuous the course was. Oldfield finished on three cylinders, while the resourceful Chevrolet driver Durant came in with a Stilson wrench lashed to his left rear wheel with a halter rope to make the wheel turn with the axle.

Tomorrow is automobile day at the state fair. Oldfield will drive his Christy in an effort to make a new fifty-mile record. Earl Cooper, Stutz, and Kantiiever Kline King are entered in other events. Paul Derkum, the well-known Angeleno, was at the fair grounds tonight putting the course in shape for the events, rain having made it heavy.

The diamond-studded medal, a perpetual trophy to be won three times for permanent ownership, was presented to Oldfield tonight.

Purdy Bullard, attorney general of Arizona, made the presentation speech and Oldfield responded, as several hundred cheered him wildly.