

DURANT SECOND RACE OLDFIELD IS FIRST

MONDAY, NOVEMBER 9, 1914.

LOUIS NIKRENT, RACING DRIVER, KISSING HIS MOTHER GOODBYE



DAVIS THIRD;
THREE CARS
REPORTED
DAMAGED

With
Janawaki,
in the
Paige Car
Is L.

ELEY DRIVES

Tom Eley, his mechanic, son of Fire Chief Eley, continued the race as far as Barstow, where he was obliged to stop because of a broken steering wheel and bent axle. These are being repaired and the car will continue.

Sprague in the Dietrich went out of the race at Ludlow at 11:22, when he lost 45 minutes because of accidents.

Metz No. 11 and Alop No. 12 are reported out of the race from Barstow.

At Ludlow, the last checking station before Needles, where the cars stop for the night, the following was their time of arrival:

ARRIVALS AT LUDLOW

Chevrolet No. 2, 10:45; Stutz No. 5, 10:46; Simplex No. 4, 10:51; Paige No. 1, 10:56; Paige No. 8, 11:27; Maxwell No. 7, 11:28; Ford No. 3, 11:35; Chevrolet in Chevrolet No. 20, 11:36; Cole No. 21, 11:37; Cadillac No. 19, 12 noon; Kincaid No. 10, 12:12; Stutz No. 17, 12:16; Buick No. 15, 12:35; Metz No. 9, 12:30; Metz No. 14, 12:40.

Metz No. 11 when crossing the Santa Fe tracks at Ludlow sprung its rear axles further, but continued.

Reports that Oldfield and Sprague had been injured in accidents are unfounded.

FIRST 197 MILES

At 10:45 a tiny dust gray car, the Chevrolet No. 2, the smallest car in the Phoenix race, shot into the desert town of Ludlow. Driver Durant had driven the little car the first 197 miles of the great road classic in 5 hours and 22 minutes, apparently unharmed.

Durant swung the little car around the right angle turn at the railroad track and was off down the desert road.

Just one minute later, but first in point of actual time, Barney Oldfield came in with the once White Stutz No. 5. The veteran driver was apparently taking things easy and yelled a greeting to Teddy Tetzlaff, pilot of the Maxwell press car, which was waiting in Ludlow.

The next ribbon of gray white dust visible for miles west of Ludlow received itself into Simplex No. 4, with Olin Davis at the wheel. Davis stopped three minutes to take on water. The car was hitting perfectly, but was not taking the rough road as well as the Stutz and Chevrolet, but Tetzlaff pronounced them all apparently in good mechanical condition.

Davis reached Ludlow at 10:51 and left at 10:55.

Fourth into Ludlow was Beaudet at 10:56, just on the heels of the departing Simplex. Beaudet stopped the Paige just long enough to ask Tetzlaff his position and was off again.

Cole 21 arrived at Ludlow with broken spring, but continued after a delay of three minutes.

Louis Nikrent, in Paige No. 8, passed through Ludlow without stopping at 11:27. Close behind him was Carlson in Maxwell No. 7 at 11:28. Carlson stopped at the Maxwell press car for gasoline and was on his way in two minutes.

Schnack in Ford No. 3 buzzed through at 11:35 and 50 seconds behind him was Louis Chevrolet in Chevrolet No. 20. Neither stopped. Rain has begun.

Beaudet in a Paige, away, was 6th to King at Barstow, arriving at 11:30.

One of the most was made by the Louis Chevrolet, who taking the field almost.

Railroad figures show the Cajon pass, with one drive by Chevrolet not having to stop for at least two having the advantage row road.

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DAVIS THIRD; THREE CARS REPORTED DAMAGED

Speeding Pilots Run Into Wet Roads as They Near the Arizona Line

Barney Oldfield in Stutz No. 5 reached Fenner, about fifty miles this side of Needles, at 1:08 p. m. in the Los Angeles-Phoenix race, leading W. C. Durant in Chevrolet No. 2 by two minutes actual time and eight minutes elapsed time. Durant passed the town of Fenner at 1:10.

Barring accidents in the last few miles, Oldfield will have gained from eight to ten minutes over his nearest rival at Needles, the checking station for the night. Durant and Olin Davis in Simplex No. 4 will be second and third for the day's run of 201.4 miles. The last 150 miles in today's racing were run in a driving rain storm across desert country. Davis, the winner of last year's Phoenix race, was making a desperate run in today's final lap, but was having difficulty with the rough road.

LAST 100 MILES
On the last 100 miles to Needles the cars were in the following positions: Stutz No. 5, first; Chevrolet, No. 2, second; Simplex No. 4, third; Paige No. 1, fourth; Paige No. 8, fifth;

Maxwell No. 7, sixth; Ford No. 3, eighth; Chevrolet No. 20, ninth; Cole No. 21, tenth.
Between Cajon Pass and Ludlow the drivers encountered fair weather and and no rain. Just after leaving Ludlow the rain began to pour.
The first lap of the race between Los Angeles and Cajon Pass had been an ordeal of mud for the drivers because of the rains in this locality last night.
The only dangerous accident of the race today was due to the slippery roads. J. F. Pink, driver of the Thomas car, No. 18, skidded four miles out from Los Angeles, and Pink sustained painful injuries that caused his removal to the receiving hospital.

With Janawaki in the Paige Car Is L. Jananski, His Mechanism

stop for the time of arrival:

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Metz No. 11 when crossing the Santa Fe tracks at Ludlow sprung its rear axles further, but continued.
Reports that Oldfield and Sprague had been injured in accidents are unfounded.

FIRST 197 MILES
At 10:12 a tiny dust gray car, the Chevrolet No. 2, the smallest car in the Phoenix race, shot into the desert town of Ludlow. Driver Durant had driven the little car the first 197 miles of the great road classic in 2 hours and 22 minutes, apparently unwearied.
Durant swung the little car around the right angle turn at the railroad track and was off down the desert road.
Just one minute later, but first in point of actual time, Barney Oldfield came in with the once White Stutz No. 5. The veteran driver was apparently taking things easy and yelled a greeting to Toddy Tetzlaff, pilot of the Maxwell press car, which was waiting in Ludlow.
The next ribbon of gray white dust visible for miles west of Ludlow resolved itself into Simplex No. 4, with Olin Davis at the wheel. Davis stopped three minutes to take on water. The car was hitting perfectly, but was not taking the rough road as well as the Stutz and Chevrolet, but Tetzlaff pronounced them all apparently in good mechanical condition.
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Cole 21 arrived at Ludlow with broken spring, but continued after a delay of three minutes.
Louis Nikrent, in Paige No. 8, passed through Ludlow without stopping at 11:27. Close behind him was Carlson in Maxwell No. 7 at 11:28. Carlson stopped at the Maxwell press car for gasoline and was on his way in two minutes.
Schmack in Ford No. 3 buzzed through at 11:35 and 50 seconds behind him was Louis Chevrolet in Chevrolet No. 20. Neither stopped.
Rain has begun.

OLDFIELD AT BARSTOW
At the fourth checking station at Barstow, 136 miles out from Los Angeles, Barney Oldfield was leading the race. He beat the "Howdy Special" into Barstow, making the 136 miles in 3 hours, 32 minutes elapsed time.
Davis, in Simplex No. 4, was second to Barstow, four minutes behind Oldfield in elapsed time.
The corrected elapsed time of the leaders in the race at Barstow was as follows:
Oldfield, in Stutz, 3:32; Davis, in Simplex, 3:36; Durant, in Chevrolet, 3:39; Chevrolet, in Chevrolet, 3:41; Du Bois, in Cole, 3:50; Beaudet, in Paige, 3:51; Buras, in Stutz, No. 17, 3:55; Carlson, in Maxwell, 3:56; Nikrent, in Paige, No. 8, 4:05; Schmack, in Ford, No. 3, 4:12; Kincaid, in Kincaid Special, 4:14; Wing, in Metz, No. 9, 4:21.
Oldfield's time to Barstow was 28 minutes faster than predicted and the run was considered amazing because of the rain from which the racers did not emerge until at the top of the Cajon pass, 23 miles beyond San Bernardino.
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He was rushed hospital, where it was had sustained numerous and bruises about stated that his max travelling at a high when the accident happened. When his wife told alone in the big r through Pomona sat and said.

"Good old Tom, the last even if he to it, old boy, I'm inch of the way."

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Y. NOVEMBER 9, 1914.

DURANT, RACING DRIVER, SAYS GOODBYE TO HIS MOTHER



With Janawaki, in the Paige Car

ELEY DRIVES

Tom Eley, his mechanic, son of Fire Chief Eley, continued the race as far as Barstow, where he was obliged to stop because of a broken steering wheel and bent axle. These are being repaired and the car will continue.

Sprague in the Dietrich went out of the race at Ludlow at 11:22, when he lost 45 minutes because of accidents.

Metz No. 11 and Alec No. 12 are reported out of the race from Barstow.

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Beaudet in a Paige, the first to get away, was first to reach the yellow flag of Barstow, arriving there at 9:21.

One of the most notable drives was made by the international star, Louis Chevrolet, who began overtaking the field almost from the start.

Railroad figures showed the Dietrich car No. 16 was leading through the Cajon pass, with Chevrolet second. The other Chevrolet car got out on the Barstow station ahead of the one driven by Chevrolet by reason of not having to stop for oil or gas. He gained at least two minutes besides having the advantage over the narrow road.

BIG OVATION

The next car to flash in was Carlson's Maxwell and he was given a big ovation by the Howayites who were lined up along the road.

A tragedy was narrowly averted near Helen, north of Victorville, when the Schnack brothers dashed across the railroad track ahead of the train with less than twenty feet to spare.

The time of arrival: Although Ford car No. 2 was the first car to arrive at San Bernardino, 61 miles out, De Dietrich car No. 16 was the real leader of the race in elapsed time at that point with Simplex, No. 4, second. No. 16 arrived at San Bernardino at 7:15 and No. 4 at 7:04:10.

Owing to the rain and slippery roads there were many accidents, but not fatalities as far as Victorville.

The Metz, No. 9, and Ford, No. 3, were reported to have met with accidents a few miles east of San Bernardino. No details were given.

The Metz, No. 11, reached San Bernardino with a badly bent rear right axle caused by skidding at a turn. The car went on.

Thomas car, No. 18, skidded four miles from start and Pink, the driver, was badly bruised and brought to the receiving hospital in this city. Tom Eley, Pink's mechanic, continued the race with the car.

Here is the way the cars arrived in San Bernardino, with the time of arrival of each car:

Car No. 3, a Ford, driven by Schnack and Schnack, arrived 7:03:28. No. 2, the Chevrolet, driven by Durant and Lawrence, 7:04.

No. 1, Paige, Beaudet and McConners, 7:42; No. 6, 7:14; No. 8, 7:27:40; No. 4, 7:04:10; No. 5, Stutz, 7:07:35; No. 7, 7:15:30; No. 16, 7:15; No. 9, 7:22:10; No. 10, 7:23:35; No. 11, 7:23:15; No. 14, 7:26:15; No. 17, 7:26:50; No. 20, 7:27:50; No. 21, 7:32:45; No. 15, 7:51:40.

No. 18 went in the ditch at Rialto; the mechanic is supposed to be injured, but the car continued. No. 19 arrived at San Bernardino at 7:57:05; No. 18, 7:57:40.

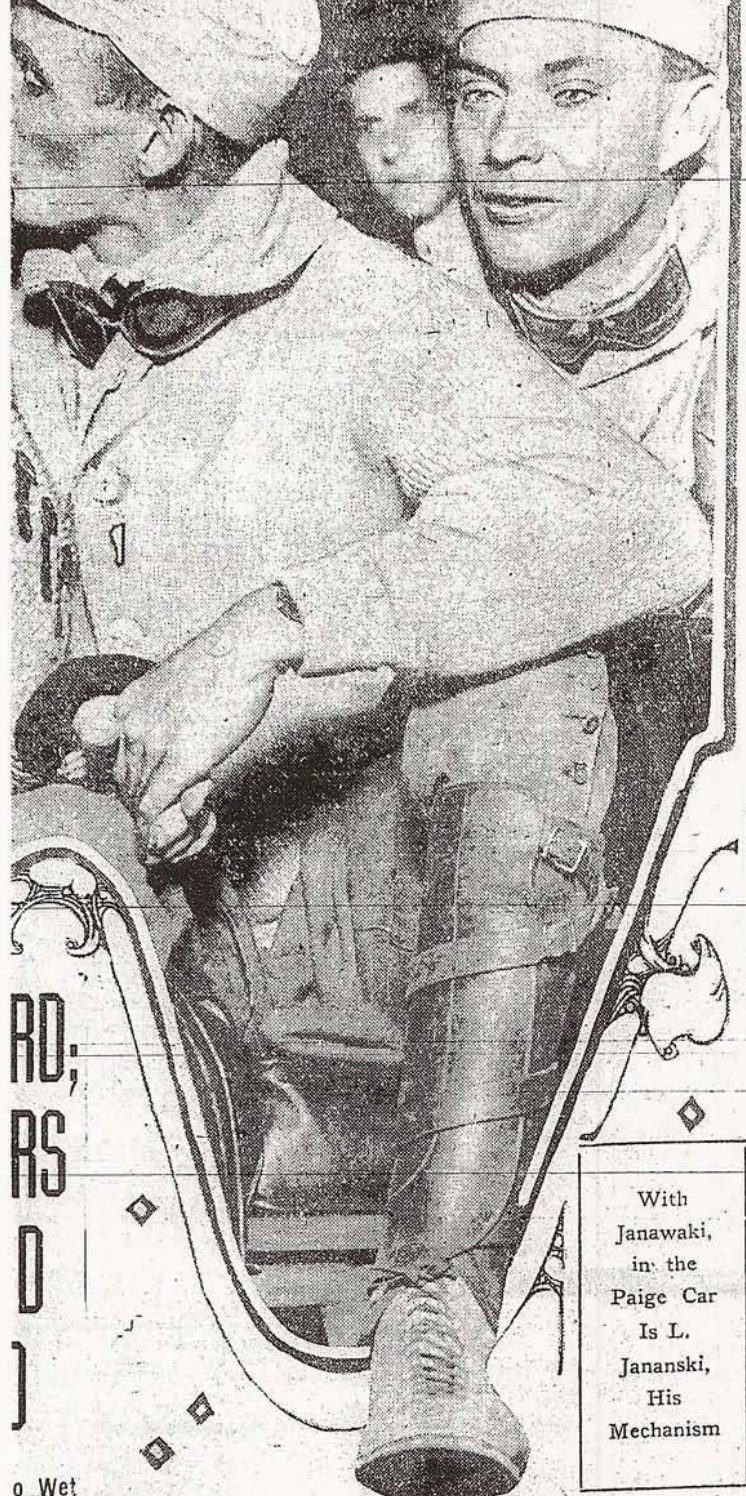
Bruised and cut so that he cannot move his legs or arms, H. J. Pink, driver of Thomas car No. 18 in the Los Angeles to Phoenix road race, lies at the receiving hospital. His wife is sitting at his bedside.

Seated by him Mrs. Pink tells him the varying fortunes of the race as the cars speed on in the "desert classic."

Pink was injured four miles from the starting point of the race. He was caught by a guy wire of a telegraph post when he attempted to sweep his machine past an obstruction on the road.

Injured so that it was impossible for him to continue the race, Pink told Tom Eley, son of Fire Chief Eley, his mechanic, to take the wheel.

He was rushed to the receiving hospital, where it was found that he had sustained numerous lacerations and bruises about the body. Pink



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Injured so that it was impossible for him to continue the race, Pink told Tom Eley, son of Fire Chief Eley, his mechanic, to take the wheel.

He was rushed to the receiving hospital, where it was found that he had sustained numerous lacerations and bruises about the body. Pink stated that his machine was not traveling at a high rate of speed when the accident happened.

When his wife told him that Eley alone in the big racer had passed through Pomona safely Pink smiled and said, "Good old Tom. He will stick to the last even if he is alone. Stick to it, old boy. I'm with you every inch of the way."

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