

TWENTY CARS CACTUS DERBY START

They're Off.

PAIGE FIRST OUT OF TOWN.

Cars Leave at Intervals this Morning.

Are to Check in at Needles Tonight.

Cars of All Sizes are to Start Out.

BY AL G. WADDELL.

Forty daring desert race drivers are to leave Los Angeles this morning on the seventh annual Phoenix road race, the famous "desert classic" of the West.

The drivers and their mechanics met at the racing headquarters of the Western Automobile Association yesterday morning and received their final instructions for the great road race. Leon T. Shettler, chairman of the Racing Committee, was present and went over the rules of the race with the drivers, and George Adair, starter of the race this morning, instructed the men regarding their conduct at the line before the start.

THE START.

Leaving at two-minute intervals, the first car is to pull away from the Pacific Electric bridge near Eastlake Park at 5:30 this morning. There are twenty cars in the race and by the time that the last car is on its speedy way, Baudet in the Paige No. 1 should be nearing the first checking station at San Bernardino, sixty-one miles away.

The Los Angeles Railway Company announced yesterday that cars would be run to Eastlake Park for the start of the race from the center of the city so that no one need fail to witness the start of the great motor speed duel on account of not having an automobile to drive out on the course.

STILL DARK.

As it will be still dark when the first cars start, the race management requests that the headlights on machines which are parked along the course, be dimmed for the safety of the drivers and spectators. The course will be well guarded as far as San Bernardino. Beyond the Gate City there will be little danger, as it will be broad daylight when the drivers hit the oiled road up into the Cajon Pass.

From the starting line to San Bernardino there will be nothing to hinder the drivers from opening up wide and getting all there is in their cars, but some of the speed men have announced that they would drive conservative races and save their speed for the fast desert stretches near the finish.

YES OR NO.

Some of the drivers predict that

NO ACCOUNT OF THE START.

As The Times went to press several hours before the start of the Los Angeles-Phoenix road race this morning, the public will not be inflicted with the harrowing details of the start. The cars are to leave from under the Pacific Electric bridge on the El Monte boulevard at two-minute intervals, the first machine taking the road at 5:30. The course is over the valley route to Ontario, thence north to Upland and over the Foothill boulevard to San Bernardino, the first checking station.

Five hours and more before the time for the first car to cross the line, more than 500 automobiles were lined up at starting point, waiting patiently to see the racers off and follow their trail. More machines arrived every few minutes and an immense concourse was expected to be on hand at 5 o'clock.

condido. Schnack is a dangerous man at the wheel of any car.

Entry No. 4 is the powerful Simplex "90" which was driven in the race by Barney Oldfield last year. This car is entered by George Settle and driven by Olin Davis, winner of the 1913 desert race in a Locomobile. The Simplex towers above the other small cars in the race like a battleship over the tug boat.

The veteran Barney Oldfield is at the wheel of the Stutz, which is to be the fifth car away from the starting mark this morning. Barney's car is considered the fastest in the race, with the possible exception of the Simplex. It is the same car which Barney drove in the International Sweepstakes at Indianapolis last May, being the first American car to finish.

A VETERAN.

The KisselKar driven by Dave Anderson is an old car, especially prepared for the desert grind, and said to be good for a speed close to seventy miles an hour.

Bill Carlson is in the little Maxwell "25." Entry No. 7 is one of the smallest cars in the race, but Carlson is as confident as Barney or Olin Davis.

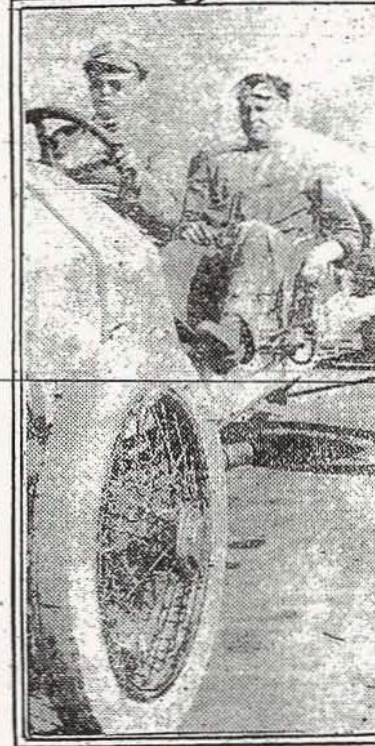
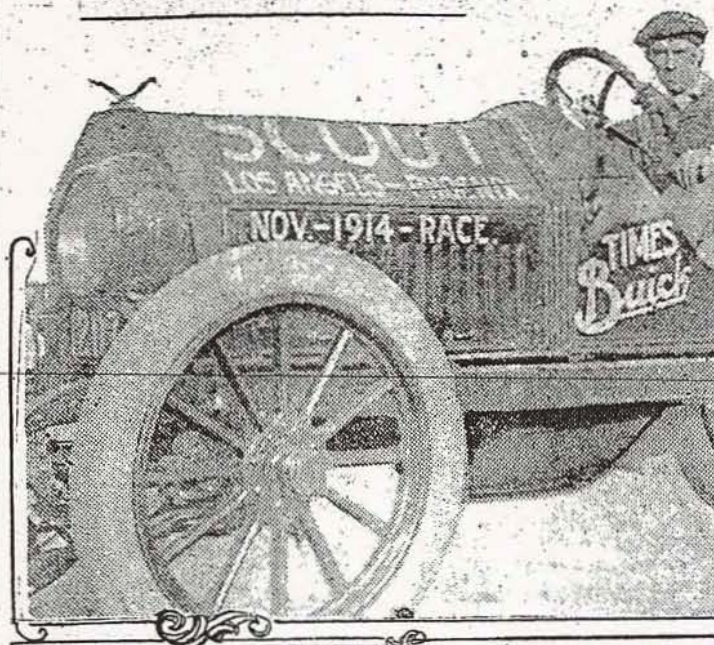
The eighth car to get away this morning is the second Paige. This is the car which made the fast path-finding run over the course with Leon T. Shettler. It has been rebuilt and is to be driven by Louis Nikrent, the desert rat, winner of the second Phoenix race and holder of third place last year in a Buick.

THREE UNKNOWNNS.

The three Metz cars, Nos. 9, 11 and 14, are to be driven by three novices, three boys from the local Metz branch who know the car and the roads but are unknown to racing fans.

Bill Taylor, in the big Alco which captured third in the American Grand Prix, is a dangerous contender whenever he starts, and entry No. 12 will

NOVEMBER 9, 1914.



TIMES SCOUT RECORD

[BY DIRECT

NEEDLES, Nov. 8.—The wins the Phoenix race will earn not only "master driver of the world" will go down in automobile, a man whose nerve, endurance, self-control and initiative make him a master success line he cared to essay.

The first leg of the new day was covered in The Times scout car, burning distillate, lowering the road every inch and the natives here said it the fastest time ever known through Needles-Los Angeles elapsed time, 12 hours, 1 running time, 10 hours, 34

Of course, that record is only a few hours, but Dr. Velzy deserves all the titles for a young fellow can get out getting topheavy. I stood up splendidly; the burner is a wonder. The more-trying even than it is to all very well to talk about that will be made to Bars enough, but it will be no speed to Barstow nor the Phoenix in spurts and stretches that count.

It will be the ability of the car to stand up, grueling strain and to be sat a steady hammer-and-tongs the dust sort of performance whole race.

Times-Buick Scout,

Which left Los Angeles yesterday morning to cover the route of the Los Angeles-to-Phoenix road race. The car is burning distillate on the run and was prepared for the desert roads by Joe Nikrent. Below is the Cole car, the only Phoenix entry, with DuBois driving and Caminetti as mechanic.

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YES OR NO.

Some of the drivers predict that the winner of the race will have to make an average of thirty-five miles an hour for the entire 696 miles. Others claim that the record made by Olin Davis in the Locomobile last year over the old course will not be bettered by the winner of the great desert event this year.

While the road is much better than that followed last year, there are many dangerous turns which will hold the speed of the drivers down and there are several heavy grades. The course climbs from sea level to an elevation 7000 feet in 236 miles in one place and there are a number of steep grades which can be negotiated faster on the up drive than on the down grade.

REAL SPEED.

E. L. Stanfield, chief checker at Barstow, wired in last night that The Times Buick scout car, which is making the run over the course on distillate, averaged better than thirty-four miles an hour and predicts that Barney Oldfield and some of the other fast ones will lower that time several minutes.

One of the features of the Cactus Derby this year is the novel field of entries. There is the Paige No. 1, an unknown quantity in the racing game. This car is piloted by T. Beaudet, a veteran desert driver and one of the most competent drivers in the race.

The Chevrolet No. 2 is to be handled by Durant and Lawrence, two unknowns, with a car unknown to the desert classic.

THE FORD.

The third car to start is a little Ford driven by Earl Schnack of Es-

Barney Oldfield Is Victor Over 'Plane

SANTA ANA, Dec. 25.—Barney Oldfield in a Fiat and Mickey McGuire in a biplane furnished entertainment to a Christmas crowd at the Santa Ana race track this afternoon. A trial heat of the one-mile track driven by Barney in 54 1/2 seconds and McGuire riding but a few yards above him; Oldfield won from the aviator in a 55-second mile. Oldfield led the aviator down the stretch by about fifteen feet.

McGuire was in the air three times and pulled off reckless and daring stunts, including a spiral and a 2500-foot dive. Oldfield races Burman next Sunday in his Fiat.

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There's the Buick No. 15, entered and driven by the Ellis brothers, true sports and well-known bean growers of Orange county. This car made a creditable showing last year and is figured as a dangerous number this year.

UNKNOWN.

The De Dietrich is a feared car and the car which follows the foreign monster out of the city, the Stutz No. 17, driven by Jack Burns, is just as dangerous. The big Thomas driven by Pink, is another feared machine. The car is heavy but powerful, and driven by a man who knows the roads well.

Bill Bramlett, in the Cadillac No. 19, is one of the features of the great race. Bramlett is a veteran of the Phoenix race course and the Cadillac which he is driving this year has already traveled something like 50,000 miles over desert roads of California and Arizona.

The Chevrolet No. 20, driven by the noted Frenchman, Louis Chevrolet, is a car which is expected to get in the money if the reckless driver does not go in the ditch in the early stages of the contest. Chevrolet is an expert at the wheel and has the faculty of getting more speed out of a car than any other man in the game.

THE LAST.

The last car to leave the tape this morning will be the Cole, entered from Phoenix, Ariz. The dry State contender is to be piloted by Du Bois, an experienced desert driver, of whom much is expected.

Sam McKee, veteran Cadillac driver in the desert classic, entertained the crew of the Howdy Special last night until time for the train to pull out. The Gondola Hotel trophy, presented by the Gondola Hotel of Yuma, Ariz., was on display. The Bullock's cup, which stands nineteen inches high without the base and holds twenty-nine pints of brew, was also among the trophies of the race displayed by the Howdyites.

For the first three years there was but one cup up for the race, the trophy presented by a Phoenix paper. Three years ago the Bullock's trophy was added to the prize list, followed a year later by the Gondola Hotel cup.

This year, in addition to the purse and the three trophies, there is the medal which goes to the winner, with the title of "the master driver of the world."



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BARNEY OLDFIELD, VETERAN AUTO PILOT, NOW HAILED WORLD'S GREATEST DRIVER

NOVEMBER 12, 1914.

How Cars Finished in L. A.-Phoenix

No. of Car.	Name.	Driver.	Finish.	Time Prescott to Phoenix.	Time L. A. to Phoenix.	El.
5	Stutz, Oldfield, Hill		2:56 p. m.	5:56	17:03	:
8	Paige, Nikrent, Jankowski		3:39 p. m.	5:35	18:00	:
1	Paige, Beaudet, McConners		4:51 p. m.	5:51	19:12	:
2	Chevrolet, Durant, Chevrolet		5:35 p. m.	6:43	19:18	:
19	Cadillac, Bramlett, Mason		6:52 p. m.	5:50	20:10	:
15	Buick, R. Ellis, B. Ellis		8:54 p. m.	6:14	21:14	:
17	Stutz, Burns, McLasters		9:30 p. m.	8:16	21:32	:
21	Cole, Caminetti, Dubois		4:01 p. m.	7:11	24:25	:

(Pacific Time.)

No. 4, Simplex, Davis and Eley drivers, broke torsion rod twenty Prescott. Arrived too late to check in before time limit.

No. 10, Kincaid Special, Kincaid and Greenwood, drivers, out at Cotton, 75 miles from Phoenix, broke spring.

No. 9, Metz, Wing and Parris, drivers, out at Hot Springs Junction from Phoenix, broke steering gear.

Barney Oldfield, "Master Driver of the World."

That is the title earned by the famous Los Angeles pilot who drove his Stutz into first place in the Los Angeles-Phoenix road race which finished at the latter city yesterday afternoon.

The seventh annual race was run under the best possible conditions, the course being heavy with mud throughout most of the distance and with almost continual rains bothering the drivers and making the going not only difficult but dangerous.

Second to Oldfield, by thirty-six minutes elapsed time was Louis Nikrent in a Paige while Beaudet in a car of the same make finished third.

Chevrolet and Durant in a Chevrolet took down fourth money after a desperate effort in which one of the Chevrolet cars was abandoned.

Considering the weather conditions under which the race was run, the time made was remarkable, Oldfield maintaining an average of 29.1 miles for the 671 miles.

Elapsed time, 12 hours running time, 10 hours. Of course, that record only a few hours, but Velzy deserves all the credit for a young fellow came out getting topheavy, stood up splendidly, burner is a wonder, more trying even than all very well to talk about that will be made to speed to Barstow nor Phoenix in spurts and stretches that count. It will be the ability and the car to stand grueling strain and to be a steady hammer-and-the-dust sort of performer whole race.

The time made was somewhat better than that made by Davis but the course was about longer and road and weather conditions were such as to give drivers the most severe test.

Davis, the 1913 winner covered this race within the hour out of Prescott and was lost a great amount of time.

But eight of the twenty started the race were in a various accidents forcing to go out of the race one.

It is conceded by all that he drove a wonderful race. In two days he rolled up a elapsed time and yesterday going was the slowest of course he drove carefully other contenders but drove steadily. But the veteran time figured in ninety at something to spare.