

Photograph  
of  
Popular  
Pilot  
as He  
Waited  
Signal for  
Dash  
Across  
Desert

# DAVIS, VICTOR LAST YEAR, CLOSE THIRD IN DASH TO NEEDLES

In a driving rainstorm on the desert near Needles, the checking station for the night, Barney Oldfield in Stutz No. 5, Durant in Chevrolet No. 2 and Olin Davis in Simplex No. 4 are battling for leadership in the Los Angeles-Phoenix road classic.

Oldfield is leading by less than 10 minutes, Durant second, and five minutes behind is Davis, winner of last year's Phoenix race.

Between Cajon Pass and Ludlow the drivers encountered fair weather and no rain. Just after leaving Ludlow the rain began to pour.

The first leg of the race between Los Angeles and Cajon Pass had been in order of road for the drivers because of the rains in the locality last night.

The only dangerous incident of the race today was due to the slippery roads. J. P. 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.

### 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 Ales 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, 16:40; Simplex No. 4, 16:51; Paige No. 1, 16:56; Paige No. 8, 11:27; Maxwell No. 7, 11:28; Ford No. 9, 11:25; Chevrolet, in Chevrolet No. 29, 11:36; Ford No. 21, 11:52; Cadillac No. 19, 12 noon; Kincaid No. 10, 12:12; Stutz No. 17, 12:16; Buick No. 15, 12:35; Metz No. 3, 12:20; Metz No. 14, 12:40.

Metz No. 14 when crossing the Santa Fe tracks of 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 unwea-

ried and with some trouble. Chevrolet in Chevrolet No. 29. Neither stopped. Rain has begun.

### OLDFIELD AT BARSTOW

At the fourth checking station at Barstow, 128 miles out from Los Angeles, Barney Oldfield was leading the race. He beat the Howdy Sprague into Barstow, making the 128 miles in 2 hours, 22 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, 2:22; Davis, in Simplex, 3:30; Durant, in Chevrolet, 7:39; Chevrolet, in Chevrolet, 7:41; Du Bois, in Buick, 7:50; Beaudet, in Paige, 7:51; Burns, in Stutz, No. 17, 2:52; Carlson, in Maxwell, 3:56; Nelson, in Paige, No. 8, 1:55; Schmeck, in Ford, No. 2, 4:12; Kincaid, in Kincaid Special, 4:14; Wirth, in Metz, No. 3, 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, 12 miles beyond San Bernardino.

Durant, in a Chevrolet, checked in one minute ahead of Davis, but the elapsed time gave the latter a lead.

Beaudet, in a Paige, the first to get away, was fifth to reach the yellow flag at Barstow, having 45:00 at 9:21. One of the most sensational drives was made by the international star, Louis Chevrolet, who began overtaking the rest almost from the start.

Halfway through the 16-18 Stutz car, No. 18, 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 dash in was Carlson's Maxwell and he was given a big ovation by the Howdies who were lined up along the road.

A tragedy was narrowly averted near Irwin, north of Victorville, when the Schmeck 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, the 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 7:47:10.

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

The Metz, No. 3, and Ford, No. 2, 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 out.

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. 2, a Ford, driven by Schmeck and Schmeck, arrived 7:42:28; No. 2, the Chevrolet, driven by Durant and Lawrence, 7:48; No. 1, Paige, Beaudet and McConners, 7:42; No. 6, 7:44; No. 8, 7:57:40; No. 4, 7:41:10; No. 5, Stutz, 7:47:25; No. 7, 7:15:30; No. 16, 7:15; No. 9, 7:22:10; No. 10, 7:23:25; No. 11, 7:23:15; No. 14, 7:26:15; No. 17, 7:26:50; No. 20, 7:27:50; No. 21, 7:32:35; No. 15, 7:51:40.

No. 18, went in the ditch at Irwin; 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.

There are three checks in the race. This afternoon checked at Needles, 291 Los Angeles, and tomorrow night.

Tomorrow they will check at Phoenix, and then at 11:00 a.m. on Wednesday will be the stretch to the San Phoenix.

The wet road left to only about half way to San Bernardino the drivers encountered fair weather.

The drizzle did not do out of three thousand feet of the start. The starting line, leaving a car's width for the through for 1000 yards.

The police made for keep the crowd on the road and the crowd.

All of the cars were in an hour before the start. The starting line, called No. 1, the line.

The head of the fifth ran water. Beaudet, 13 miles, started his goggles.

"Elegance of the wet member," Safety first Stanley Mitchell, rep the A. A. A., issuing his tone.

"Get ready—some thing of Adolf, Motors ran line of racers. Smoke bursts of twenty cubic shafts of light throw darkness by the head.

"Three, two, one, slipped Beaudet on the disregard the in washed, women's shoes above the bones of the race on," came the shout.

Beaudet quickened Chevrolet was brought in line by Blair. Two or he was sent on his cheer.

The remaining drive to their disgust for the Earl Schmeck in the next. Behind him, O. George Aley, his nephew with a rush to wrap a Durlap and pin it to chains.

Behind Davis in his Oldfield. Again the anxious to look at the as his form maneuvered through the smoke of was sent away with a lowed him down the r.

Greenwood, driver of special No. 19, withdrew yesterday, and Archer of the car, was no place. Jack Tracey is driver.

In quick order the to the starting line and slapped the drivers a two-minute intervals. Ellis in Buick No. 15 scurrying to the curb starting line.

Faint traces of dawn dull sky. Ellis started with a rush. His rear wheel slipped toward over the wet asphalt. rush for safety.

Ellis straightened on wheel and righted the Sprague and Back Dietrich were away lowed by Jack Burns. Then came Pink in the Bennetts. In the Car.

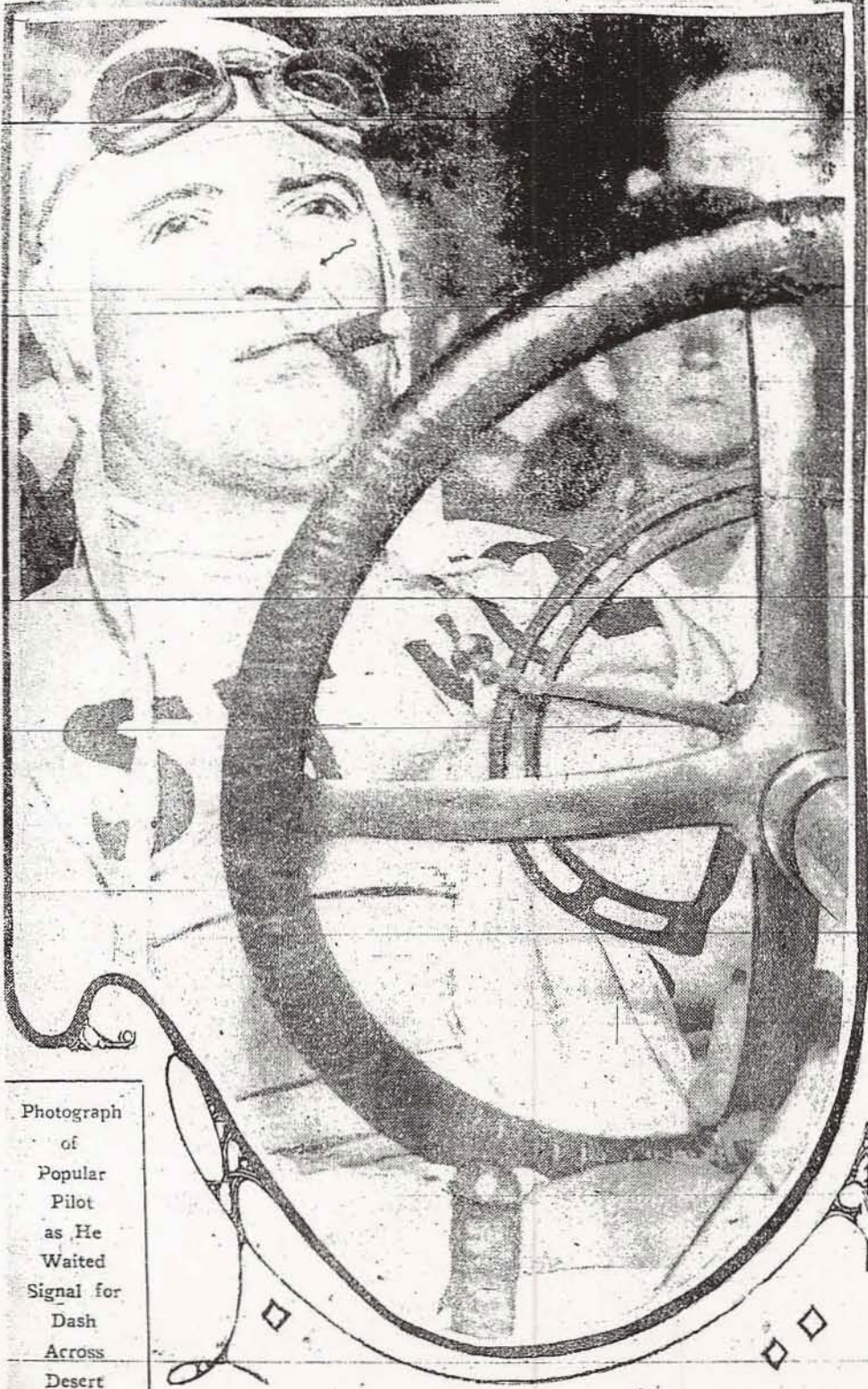
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At 6:08 Du Bois signal to start, and having procured umb a long cheer as his car from the starting line payment.



# BARNEY OLDFIELD, VETERAN OF SPEED GAME, AT RACER'S WHEEL

NOVEMBER 9, 1914.



Photograph of Popular Pilot as He Waited Signal for Dash Across Desert

# DAVIS, VICTOR LAST YEAR CLOSE THIRD

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. 3. The veteran driver was apparently taking things easy and yielded a second to Todd. Todd, pilot of the Maxwell press car, who 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 Todd professed them all apparently in good mechanical condition.

Davis reached Ludlow at 10:54 and left at 10:55. Fourth into Ludlow was Beaudet at 11:25, just on the heels of the departing Simplex. Beaudet stopped the Pace just long enough to ask Tetzlaff his position and was off again.

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

Louis Nikrent, in Paige No. 3, passed through Ludlow without stopping at 11:25. Close behind him was Carlson in Maxwell No. 7 at 11:25. Carlson stopped at the Maxwell press car for gasoline and was on his way in two minutes.

Schnack in Ford No. 7 lunched through at 11:25 and 50 seconds behind him was Louis Chevrolet in Chevrolet No. 20. Neither stopped. Itain has begun.

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Durant, in a Chevrolet, checked in one minute ahead of Davis, but the elapsed time gave the latter a lead.

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

One of the most sensational drives was made by the international star, Louis Chevrolet, who began overtaking the lead 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.

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

At Ludlow, the last checking station before Needles, where the cars were for the night, the following was

# RACER SKI AND HUR DRIVER

3000 BR TO

On a slimy road, in a drizzle with teeth lurking at one curve, twenty cars were seen from Eastlake park between 6:38 o'clock this morning the most notable out-mold the world, the annual Los Phoenix road race.

The race is 671.1 miles, hardest grind of any road-tempt. I in the world.

There are three checking the race. This afternoon they checked at Needles, 294.1 Los Angeles, and remain t night.

Tomorrow they will be c Fresno, only miles from will remain over night.

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The wet road belt today only about half way between and San Bernardino, for the drivers encountered dry fair weather.

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The police made frantic keep the crowd on the curb, done the attempt.

All of the cars were in an hour before the starting 5:25 Starter George Adair with rain, called No. 1, the line.

The hood of the little big ran water. Beaudet, the d carded his goggles.

"Beware of the wet pavement 'Safety first,'" Stanley Mitchell, represent the A. A. A., issuing his instructions.

"Get ready—one minute before Adair. Motors roused line of racers. Smoke from exhausts of twenty engines shafts of light thrown on darkness by the headlights.

"Three, two, one, go!" slapped Beaudet on the hip.

Disregarding the rain, waved, women's shrill y above the tones of the men go on" came the shout crowd.

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Oldfield is leading by less than a minute, Durant second, and five minutes behind is Davis, winner of last year's Phoenix race.

Between Cajon Pass and Ludlow the drivers encountered fair weather and no rain. Just after leaving Ludlow the rain began to pour.

The first lap of the dash 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 yet was due to the slippery roads. J. F. Park, driver of the Thomas car, No. 18, skidded four miles west from Los Angeles and sank, sustaining painful injuries that caused his removal to the receiving hospital.

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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.

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# RACER SKIDS AND HURTS DRIVER

## 3000 BRAVE R TO CHEER

On a slimy road, in a drizzle of rain, with Death lurking at each slippery curve, twenty cars were sent away from Eastlake park between 5:30 and 6:08 o'clock this morning in one of the most notable automobile races in the world, the annual Los Angeles-Phoenix road race.

The race is 674.4 miles. It is the hardest grind of any road race attempted in the world.

There are three checking stations in the race. This afternoon the cars are checked at Needles, 301.4 miles from Los Angeles, and remain there overnight.

Tomorrow they will be checked at Prescott, 537.4 miles from here, and will remain over night.

Wednesday will see the race down the stretch to the finishing flag at Phoenix.

The wet road belt today extended only about half way between Pomo-

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

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

Railroad figures showed the De 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 Howdyites who were lined up along the road.

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The wet road belt today extended only about half way between Pomona and San Bernardino. From there the drivers encountered dry roads and fair weather.

The drizzle did not dampen the ardor of three thousand race enthusiasts at the start. They crowded the starting line, leaving an opening of a car's width for the racers to pass through for 1000 yards.

The police made frantic efforts to keep the crowd on the curb, but abandoned the attempt.

All of the cars were in position half an hour before the starting time. At 5:25 Starter George Adair, dripping with rain, called No. 1, the Paige, to the line.

The hood of the little blue machine ran water. Beaudet, the driver, discarded his goggles.

"Beware of the wet roads and remember 'Safety first,'" cautioned Stanley Mitchell, representative of the A. A. A., issuing his final instructions.

"Get ready—one minute left," shouted Adair. Motors roared down the line of racers. Smoke from the exhausts of twenty engines blurred the shafts of light thrown out into the darkness by the headlights.

"Three, two, one, go!" and he slapped Beaudet on the back.

Disregarding the rain, hats were waved, women's shrill voices rose above the tones of the men. "Go on, go on," came the shout from the crowd.

Beaudet quickened his pace and Chevrolet was brought to the starting line by Adair. Two minutes later he was sent on his way with a cheer.

The remaining drivers gave vent to their disgust for the rain.

Earl Schnack in the Ford came next. Behind him, Olin Davis and George Aley, his mechanic, worked with a rush to wrap their tires with burlap and pin it down with skid



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Behind Davis in his Simplex came Oldfield. Again the crowd surged in anxious to look at the veteran driver as his form appeared in the dim glow through the smoke clouds. Barney was sent away with a cheer that fol-lowed him down the road.

Greenwood, driver of the Kincaid special No. 10, withdrew from the race yesterday, and Archie Kincaid, build-er of the car, was nominated in his place. Jack Tracey is acting as relief driver.

In quick order the cars were rolled to the starting line and Starter Adair slapped the drivers on the back at two-minute intervals.

Ellis in Buick No. 15 sent the crowd scurrying to the curb as he left the starting line.

Faint traces of dawn had lit up the dull sky. Ellis started from the line with a rush. His rear wheels skidded. The car slipped toward the crowd over the wet asphalt. There was a rush for safety.

Elis straightened out his steering wheel and righted the car.

Sprague and Backius in the De Dietrich were away sixteenth, fol-lowed by Jack Burns in the Stutz. Then came Pink in the Thomas, Bill Bramlette in the Cadillac, No. 19.

As Cousins in the Chevrolet No. 20 and Du Bois in the Cole No. 21 faced the starting line dawn had east a gray light over the sky and headlights from the scores of automobiles lining the roads were extinguished.

At 6:08 Du Bois was given the signal to start, and the crowd, many having procured umbrellas, gave him a long cheer as his car crawled away from the starting line over the wet pavement.



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Railroad figures showed the De 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 dash in was Carlson's Maxwell and he was given a big ovation by the Howdyites 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. 3 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. 2, 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 Ploy, 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. 7, a Ford, driven by Schnack and Schnack, arrived 7:02:28.

No. 2, the Chevrolet, driven by Durant and Lawrence, 7:04.

No. 1, Paige, Beaudet and McCann, 7:42; No. 6, 7:14; No. 8, 7:27:40; No. 4, 7:04:10; No. 5, Stutz, 7:07:25; No. 7, 7:15:30; No. 16, 7:15; No. 9, 7:32:10; 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 in Victorville, 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.

On a slimy road, in a drizzle of rain, with death lurking at each slippery curve, twenty cars were sent away from Eastlake park between 7:30 and 6:08 o'clock this morning in one of the most notable automobile races in the world, the annual Los Angeles-Phoenix road race.

The race is 671.4 miles. It is the hardest grind of any road race attempt in the world.

There are three checking stations in the race. This afternoon the cars are checked at Needles, 204.4 miles from Los Angeles, and remain there overnight.

Tomorrow they will be checked at Prescott, 204.4 miles from here, and will remain over night.

Wednesday will see the race down the stretch to the finishing flag at Phoenix.

The wet road belt today extended only about half way between Pomona and San Bernardino. From there the drivers encountered dry roads and fair weather.

The drizzle did not dampen the ardor of three thousand race enthusiasts at the start. They crowded the starting line, leading an opening of a car's width for the racers to pass through for 1000 yards.

The police made frantic efforts to keep the crowd on the curb, but abandoned the attempt.

All of the cars were in position half an hour before the starting time. At 5:25 Starter George Adair, dripping with rain, called No. 1, the Paige, to the line.

The hood of the little blue machine ran water. Beaudet, the driver, discarded his goggles.

"Beware of the wet roads and remember 'Safety first,'" cautioned Stanley Mitchell, representative of the A. A. A., issuing his final instructions.

"Get ready—one minute left," shouted Adair. Motors roared down the line of racers. Smoke from the exhausts of twenty engines blurred the shafts of light thrown out into the darkness by the headlights.

"Three, two, one, go!" and he slapped Beaudet on the back.

Disregarding the rain, hats were waved, women's shrill voices rose above the tones of the men. "Go on, go on," came the shout from the crowd.

Beaudet quickened his pace and Chevrolet was brought to the starting line by Adair. Two minutes later he was sent on his way with a cheer.

The remaining drivers gave vent to their disgust for the rain.

Earl Schnack in the Ford came next. Behind him, Olin Davis and George Aley, his mechanic, worked with a rush to wrap their tires with burrap and pin it down with skid chains.

Behind Davis in his Simplex came Oldfield. Again the crowd surged in, anxious to look at the veteran driver as his form appeared in the dim glow through the smoke clouds. Barney was sent away with a cheer that followed him down the road.

Greenwood, driver of the Kincaid special No. 10, withdrew from the race yesterday, and Archie Kincaid, builder of the car, was nominated in his place. Jack Tracey is acting as relief driver.

In quick order the cars were rolled to the starting line and Starter Adair slapped the drivers on the back at two-minute intervals.

Ellis in Buick No. 15 sent the crowd scurrying to the curb as he left the starting line.

Faint traces of dawn had lit up the dull sky. Ellis started from the line with a rush. His rear wheels skidded. The car slipped toward the crowd over the wet asphalt. There was a rush for safety.

Ellis straightened out his steering wheel and righted the car.

Sprague and Backus in the De Dietrich were away sixteenth, followed by Jack Burns in the Stutz. Then came Pink in the Thomas, Bill Brunette, in the Cadillac, No. 19.

As Cousins in the Chevrolet No. 20 and Du Bois in the Cole No. 21 faced the starting line dawn had cast a gray light over the sky and headlights from the scores of automobiles lining the roads were extinguished.

At 6:08 Du Bois was given the signal to start, and the crowd, many having procured umbrellas, gave him a long cheer as his car crawled away from the starting line over the wet pavement.

Checking Stations—301: Kingman, 368: Ascutt, 130: Needles, 601: Phoenix, 671. Wickenburg, 609: Phoenix, 671.

Former Winners—1908, F. C. Fenner and H. D. Ryus; 1909, Joe and Louis Nikrent; 1910, Harvey Herrick and O. W. Kern; 1911, Harvey Herrick and Ed Swanson; 1912, Ralph Hamlin and G. Irwin; 1913, Herrick and Ed Swanson; 1912, Ralph Hamlin and G. Irwin; 1913, Herrick and Ed Swanson.

Officials—Leon T. Shettler, chairman of racing committee; Geo. Adair, Olin C. Davis and C. Watts.

Starters—Stanley Mitchell, representative of A. A. A. contest board; George Purdy Bullard, in charge at Phoenix.

Prizes—First, \$2750; second, \$2000; third, \$1500; fourth, \$500. Diamond medal bearing inscription, "Master Driver of the World," goes to winner.

Time Limit—At Needles, fifteen hours after starting time from Los Angeles; at Prescott, fifteen hours after starting from Needles; at Phoenix, 6 p. m.

...his strenuous efforts over the desert grid. "I have justified the confidence of my friends by winning the hardest of all races, and feel that it's about time to quit. The racing game has been good to me, but that old kid, Death, is always lurking along the road somewhere, and I want to get away before he gets me.

Burman Comes First

"It is my intention to engage in match races with the leading stars of the world—and then forget that I ever was a racing driver. I want to take them on as fast as they come. Burman, De Palma, Cooper and the rest can name their own distances and their own courses. I won't act like a ring champion—dictating terms and asking for the heavy end of the money. Any sort of terms will suit, although I should insist that every race be run on the winner-take-all basis. This would shut out the pikers who challenge me in hopes that the short end of the purse will provide them with a meal ticket.

"I am ready right now to start to work. Bring the leading champions and the really clever drivers like Burman, Cooper and De Palma on as fast as the law will let you."

In all probability Oldfield's first opponent will be Bob Burman. Barney and Bob have engaged in several vocal artillery duels of late, and Oldfield asserts that because Burman is his most formidable opponent he would like to dispose of him first of all.

May Meet at Ascutt

If Burman consents, there is a possibility that he and Oldfield will get together in a match race at Ascutt Park next Sunday. For years promoters have been trying to get the pair together, but something always came up to interfere with the plan. In the East recently Burman informed a local automobile fan-club that he was tired of fighting through the newspapers, and was only too willing to get down to cases and finish the fight on the track.

Burman is expected here today, and if he agrees to Oldfield's terms, the principal item being that the race be a winner-take-all affair, the biggest match event ever staged in the West will be held at Ascutt next Sunday. Barney will drive his famous Fiat Tricolore, and Burman will use the French Peugeot with which he recently established a world's hundred mile dirt track record. As both cars are suited to the idea, it has been suggested that the race be for either fifty or a hundred miles; a one mile dash is often more or less of a scratch victory for the man first across the tape.

...the valley, the lake Park, the last night, the guard, through t line were spectators. Long to procession race began evening it would be the time t morning. The Los a special Seventh Eastlake F sands who of transpo night carr into impro side at pol the passit testants. Latest Ro: The driv and pech gether at Western A West Pico for final im told of the Chairman struced re Eastlake F Adair. Chairman then that t straight th without a c construction failed at th mile turno This addi t race at the time t first check dino. How some of th tance in lit Also, the increased s over the ce is vary ing the starters Special" in away. The race beaue tion an hot but the tim le sufficient beaueve difference it Danger Spo

Between I will be one c of the race, inviting top some of the double turn as a danger extreme spe just before. Then com its twists a places very careful and skilled throi narrower pla summit of t begin their best end until six. There's mountain ro where the r of issue that that every car gave many of encouragement percentage of through to Ph (however, w makers out in that nothing will stand up. ace 011 miles get through th breakage, may out them, they

Chance Will Decide Style of Starting

Barney Oldfield, looking out for a standing start, and Bob Burman, asking for the eggs to be rolling along, will let chance decide the method of starting their championship speed dash at Ascutt Park tomorrow. The two star pilots yesterday were informed by starter Frank Lowry that he would toss a coin to determine the question of a start, and that another toss would determine which man would have the pole position.

Oldfield and Burman have been at odds on the starting question ever since they signed up for their big match. Finally it was decided to let Lowry have the final voice in the matter, and the starter announced that he is willing to let luck have last say.

Should the weather hold good there is every prospect for a new world's record for fifty miles.

le. These car will went out 122, when of acci- so. 12 are from Bar- king sta- the cars wing was LOW atz No. 5, Paige No. Maxwell 32; Chev- 11:26; Cole 9, 12 noon; tz No. 17, Metz No. ossing the ow spring continued. d Sprague its are un- S y car; the best car in the desert mount had t 197 miles in 5 hours y unwear-