

# PHOENIX TRAIL TO START ON VALLEY BLVD. AT EAST LAKE

Sensational Speed Duel Will Begin With Word 'Go,' 60 Miles of Boulevard Inviting Drivers to Open Throttle to the Limit

Oldfield and Davis Expected to Lead in Sizzling Pace With Their Stutz and Simplex, but Endurance Is Big Factor

## Entry List of Desert Classic

- 1—Paige, Don Leo (E), T. J. Beaudett (D).
  - 2—Chevrolet, O. R. Cousins (E), R. L. Lawrence (D).
  - 3—Unknown, A. B. Daniels (E), unknown (D).
  - 4—Simplex, George F. Settle (E), Olin C. Davis (D).
  - 5—Stutz, Walter M. Brown (E), Barney Oldfield (D).
  - 6—Kissel Kar, Hollywood Cent. Garage (E), Dave Anderson (D).
  - 7—Maxwell "25," Maxwell Motors Co. (E), William Carlton, Jr. (D).
  - 8—Paige, Don Leo (E), Louis Nikrent (D).
  - 9—Metz, Metz Motor Car Co. (E), unnamed (D).
  - 10—Kincald Special, George M. Lack (E), Jack Greenwood (D).
  - 11—Metz, Metz Motor Car Co. (E), unnamed (D).
  - 12—Aico, A. H. Wollacott (E), W. E. Taylor (D).
  - 14—Metz, Metz Motor Car Co. (E), unnamed (D).
  - 15—Buick, Henley Ellis (E), Henley Ellis (D).
  - 16—De Dietrich, not given (E), not given (D).
  - 17—Stutz, H. C. McMaster (E), Jack Burns (D).
  - 18—Thomas, L. F. Gibson, J. White (E), H. J. Pink (D).
  - 19—Cadillac, W. W. Bramlett (E), W. W. Bramlett (D).
- E—Entrant. D—Driver.

**T**HE starting point of the seventh annual Los Angeles-to-Phoenix road race will be on the Valley boulevard near Eastlake Park. Here, George Adair, the starter, will give the word that will send the desert speed drivers away on the longest and most difficult road race ever held in America. It will be a race from the very instant that the clutches are dropped in. The first sixty miles will be over boulevards inviting speed to the limit of the motor's capacity and the driver's daring. Most of the road to San Bernardino is of the sort that draws the driver into his most thrilling escapes in the race.

The course is almost too fast. Opening up the throttle so as to take advantage of the good going while they

praise by their sportsmanship. There's mystery regarding the De Dietrich. The name of the entrant or driver does not appear in the official entry list. The only information is that the car is remarkably fast.

### Another Stutz In

Oldfield will not have the only Stutz, there being one entered by H. C. McMaster who has nominated Jack Burns as the driver.

H. J. Pink is back in the speed sport with a Thomas this time. He is to drive the car entered by L. F. Gibson and J. White, while Thomas Eley, son of the fire chief, will be his relief driver.

W. W. Bramlett, a Phoenix veteran, could not keep out of the race. He had been scheduled to drive one of the new Cadillacs but when he found that it could not arrive in time he entered another Cadillac of earlier model.

It lines up as a good field and one apt to develop many surprises.

## SIMPLEX DRIVER TO STUDY COURSE

Davis, Settle; Sandhoffer and Mackey Leave Today for Phoenix

### By Charles H. Branaman

With Olin C. Davis, winner of the 1913 Phoenix road race at the wheel; George F. Settle, Charles A. Mackey and Baron Franz Sandhoffer will depart from Los Angeles at daybreak this morning for a trial trip over the 1914 course to the Arizona capital. They will go in a Simplex "50" touring car while the finishing touches are being put on Settle's "90," which Barney Oldfield drove to San Diego in such sensational time last year.

Oldfield, in the classic, will drive in, and Davis will have. There is expected to be between Oldfield and of the latter to San C. B. Daniels' lost slightly poorer than star.

The trip to be begun for the purpose of at. There is such interest that Owner Settle's initial trip with Davis concerned in the road fact that another Simplex three Mercers may be entered is at the head of the mechanical forces in the Simplex and Mercer speed camp on Grand avenue.

The Simplex party may make Needles by tonight, but the schedule calls for only Barstow. The purpose of the trip is inspection, not speed. Davis was one of the most studious drivers last year, and the result was that he knew the course perfectly. It is expected that he will gather all the road data possible.

The Settle car this year is equipped for ultra speed. The owner, with his usual method of doing things in the best possible manner, is having his car equipped with a foreign make of racing tires which have won repeatedly in Europe.

There are to be continued activities on

## PAL HEN LOOKS FROM THE

He Never was in the Phoenix Race  
Barney from Winning that  
a Trip on the Howdy

CORONA (Cal.) November 14.  
Friend Al: I am up here where they are going to have that big ras Thanks-giving Day for 12000\$ and guess you wonder what I am doing here in Corona so I will tell you all about it. You know me Al.

CONFESION.  
I never went in the Phoenix road race at all Al. But it was not because I was a kwitter or something like that—I was game alright you know me Al. And if I was in that race with Frank's little car the Ford racer I would a made Barney in that Stutz car of Walter Brown's go faster than he did you bet. You know me Al.  
Barney always wanted to be master driver of the World and I never ever tried to spoil his chances when I heard how bad he wanted to win the Kaktus Derby I just stayed out like a good sport. You know me Al.

MIN GOES.  
I told Min she should stay in Hackberry and she said she thought it was a bum idea as I was going on a long trip yet and she should be along if any of those Auto Club Landmarked pitchers showed up and Herb which is my brother-in-law said it was rite which I thought maybe too and Mir kept going with us to Seligman and Prescott.  
At Prescott we had a good time all O.K. but we never stayed but one nite because I was in a hurry to get back in time for the start and I never was over the course yet. The mayor at Prescott is a good fellow all O.K. and his name is Shimerhoff or something like that and Mr. Norris which lives in Prescott is a fine friend of mine too.

FUNNY.

hair

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*underbill*  
*lae*

and the garage man said Mr. Schnack. He thought I was Earl Schnack from Escondido which drove the Ford in the race.  
With 300 \$s winnings which I have velyett I was O.K. alright and went on to Phoenix. When Purdy Bullard Ed Rudolph and Charley Pope saw me they was tikled you bet bekaus they knew I was a good driver and Ed Rudolph is the Ford agent in Phoenix and Charley Pope saw that had one Firestone tire on my car which had only about three cuts in it.  
FORD AGENT.  
Ed Rudolph brought a fat fellow with glassez up to me and introduced

boulevard near Eastlako Park. Here, George Adair, the starter, will give the word that will send the desert speed drivers away on the longest and most difficult road race ever held in America.

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The course is almost too fast. Opening up the throttle so as to take advantage of the good going while they may, the hooded men at the wheels will drive the boulevard at a speed impossible for even the fastest railroad trains.

There should be an exciting speed duel between Barney Oldfield and his Indianapolis Stutz and Olin C. Davis in George F. Settle's "90" Simplex. It was Oldfield—then driving Settle's Simplex—that set the dizzy record of two hours and thirty-nine minutes in his run to San Diego in last year's race. Making the next best time was Davis, who drove C. B. Daniels' Locomobile to victory.

This year Davis has the Settle car and reports from the inner circles are that several miles per hour have been slipped under the hood of the red racer. Davis plans to drive a hard race. So does Oldfield.

But Oldfield and Davis will not have all the speed. There appears to be some fast ones in the line-up. The Paiges will not be as fast as the Stutz or Simplex but they should race with a doggedness that will make them big factors. T. J. Beaudet will be at the wheel of one while Louis Nikrent will pilot the other.

The Chevrolet crew, O. R. Cousins and R. L. Lawrence, will have the smallest car in piston displacement, but they will be long on road knowledge. Cousins and Lawrence have worked long and hard learning the route and the car has stood up under the long desert grinds.

There is much interest centered in the entry of Daniels, the owner of the 1913 winner. The general impression is that he will back Earl P. Schnack, the Escondido Ford pilot who has made some remarkable races in the small car.

The Kissel Kar, which won a Phoenix under the driving of Harvey Herriek and O. J. Kern, is again after honors. This entry marks the debut of Hollywood in the Phoenix sport.

### Metz Has Three

The largest entrant has been the Metz Motor Car Company with three cars. There is much confidence in the Metz camp and wagers are being laid that all three of the cars will finish.

And in this connection it is more honor to even finish in this Phoenix than to win some other races.

Billy Carlson, who has been a member of the Maxwell speed team all summer, is returning to his native territory to again race in the Phoenix. This time he will drive a Maxwell, but not the racing car which he piloted at Indianapolis. His Phoenix car will be a stock model of the 1915 type.

W. E. Taylor and his Alco will be closely watched because of his game race in the last Grand Prize. In that event he finished third by keeping his car rolling all the time. His friends predict that he will be able to do that in the Phoenix race—and that's what wins these desert class.

... as at the head of the mechanical forces in the Simplex and Mercer speed camp on Grand Avenue.

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The Settle car this year is equipped for ultra speed. The owner, with his usual method of doing things in the best possible manner, is having his car equipped with a foreign make of racing tires which have won repeatedly in Europe.

There are to be continued activities on the race course from now on. The Don Lee speed drivers, Lin's Nikrent, Harry Ham, T. J. Beaudet, Lins Nikrent, and Good Quality S... 22c Good Quality S... 22c

## ing Clothing Gl

Boys' \$2.98 Suits at \$1.49.

\$2.98 Suits in Norfolk, double-breasted and cassimeres in fancy mixtures, excellent.

Boys' \$3.98 Suits Reduced to \$2.

Oldfield was the only one of the trio to make a tire change. When near Kingman he struck a rock which cut a tire. Then he slipped on one which had gone through both Elgin races on the same Stutz. Both Nikrent and Beaudet went through without once touching the tires.

This performance of the tires deeply impressed Don Lee, the Paige distributor. He hunted up Smith on the trail and said in enthusiastic praise.

"Say, Smith those are some tires. Congratulations."

"And right back at you," declared Smith, smiling his famous smile. "Those Paiges are surely wonderful cars. I want one of them as soon as I get home."

"You're on," said Lee. "And I am after a lot of those Firestone tires. The Paige and the Firestone seem to be a strong combination. Hereafter all Paiges will come on Firestone tires."

The next day after the return of the "Howdy Special," Smith left his Olive street office and went to the salesrooms of Don Lee at Twelfth and Main streets.

"I came after my car," he told Lee and Manager Joseph E. Brown. "Give me one Firestone equipped and here is your money."

The sale required about two minutes. The car was rolled off the floor and in fifteen minutes Smith was back at his office with the new Paige waiting at the curb in front.

And that is just one of the sales that the Phoenix race has brought

and the garage man... Mr. Schnack. He thought I was Earl Schnack from Escondido which drove the Ford in the race.

With 300 \$s winnings which I had velvet I was O.K. alright and went on to Phoenix. When Purdy Bullard, Ed Rudolph and Charley Pope saw me they was tickled you bet because they knew I was a good driver and Ed Rudolph is the Ford agent in Phoenix and Charley Pope saw that I had one Firestone tire on my car which had only about three cuts in it.

### FORD AGENT.

Ed Rudolph brought a fat fellow with glassez up to me and introduced him to Min and me and Herb. His name is Fillmore and he works for the Ford kompany selling Fords in Arizona. Herb he knows a fellow in Tempe which is named Peters and he went-over to see mR. Peters and Min she went up in the Adams Hotel and went to take a sleep which she needed. But I went out with the Boys. You know me Al.

They was a fellow what is named Harris and he is working Greer and Robbins with a job like a penshun selling Hupmobile cars in Arizona like Fillmore sells Fords only not so many.

Bill Crowley which they call Wild Bill sometimes was there also and Bill Horrell which used to live in Pasadena and go to Stanford is manager for the Cadillac store in Phoenix which is the Pirtle Motor Car Company. Mickey McGuire which is a aviation artist and Dick Hollingsworth who is traveller representor for the Chanslor & Lyon kumpany in Los Angeles was in Phoenix too.

Harry Lock the man which makes maps and Harry Tritlo which they mostly call Mr. Triffler was there when I drove up and it was a party that everybody liked which was in the party.

### POLITICS.

J. C. Adams which is the boss of the Adams hotel invited us to have dinner at his expense which we did and after the dinner we talked about polotikital matters which I am purty wise to. You know me Al.

### DISAPPOINTED.

Leon Tee Shettler was disapointed allrite when I never went in the rase but he was wise to me on the train and introduced me to all the other passengers on the big train. Just when we was leaving the depot station it started raining and we got on purty quick so we would not get very wet.

They was all good fellos on the Howdy. Just when we was starting to go Don Lee and Joe Brown and Freddie Papst came along with three drums like they have in the war in moving pitcher scenes and purty soon Harry Owsney came along with the besse drum and then Brimstone or Firestone Smith came up in the observer car with a little drum and a