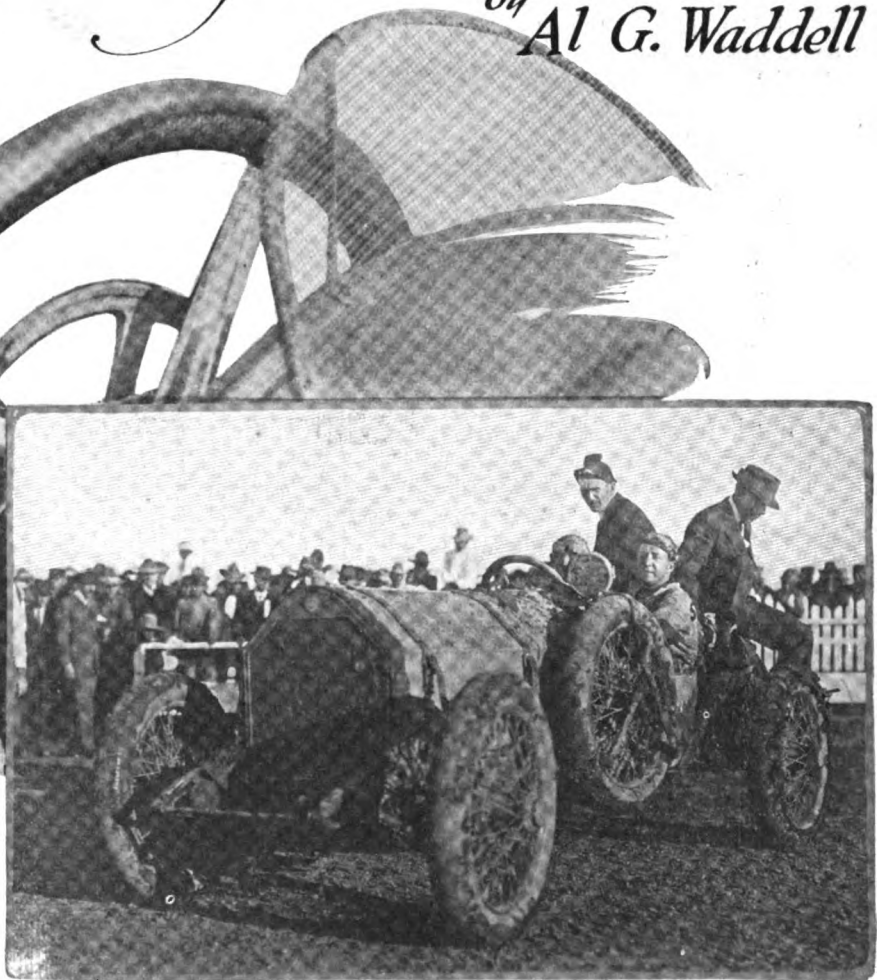


# MOTOR AGE

## Oldfield's Greatest Victory—*The* Cactus Derby *Details of extraordinarily strenuous road race from Los Angeles to Phoenix* by Al G. Waddell



OLDFIELD, CACTUS DERBY WINNER



WINNING STUTZ AND ITS LOAD OF MUD

PHOENIX, Ariz., Nov. 11—Finishing in a shower of mud which made driver, mechanic and car unrecognizable, and all the time believing himself defeated, Barney Oldfield won the seventh annual Los Angeles-to-Phoenix road race and the title of "master driver of the world."

Louis Nikrent in a Paige led Oldfield to the tape by 17 minutes, but when time was figured, Oldfield was the winner by 35 minutes. Barney covered the 696-mile course in 23 hours. Nikrent's time was 23 hours 35 minutes. Bramlett, in a Paige, won third place, covering the distance in 25 hours 4 minutes. Durant and Louis

Chevrolet, in the Chevrolet No. 2, won fourth place, although they finished behind Bramlett in the Cadillac.

Twenty cars started from Los Angeles Monday morning, November 9, at day-break. One by one the mechanical camels were conquered by the desert and mountain roads until there were only eight in the running and one of the number arrived

at the finish line after the control had been officially closed.

For 3 days, Oldfield, in the Stutz racer, which was the first American car to finish in the sweepstakes at Indianapolis last May, led the field. At Needles, the first night control, Barney had the lead by a scant 5 minutes and 55 seconds. At Prescott, the second night out, the Stutz was



LOUIS NIKRENT IN PAIGE, FIRST CAR TO FINISH IN LOS ANGELES TO PHOENIX ROAD RACE BUT SECOND TO OLDFIELD, WHO DROVE STUTZ, BY 35 MINUTES FOR THE 696-MILE COURSE. IN BACKGROUND, HOWDY SPECIAL, OBSERVATION TRAIN WHICH FOLLOWED THE RACERS ACROSS THE DESERT

48 minutes to the good, and at the finish of the 696-mile battle with the elements, the race-scarred veteran took first honors over Louis Nikrent, in a Paige, by just 35 minutes.

With the first money, Bullock's, Gondolfa's and the Arizona Republican trophies, Oldfield wins the diamond trophy bearing the inscription, "The Master Driver of the World." After all the years on the speedway, Barney is higher in the motor-racing world today than ever before during his driving career.

#### Oldfield Shatters Tradition

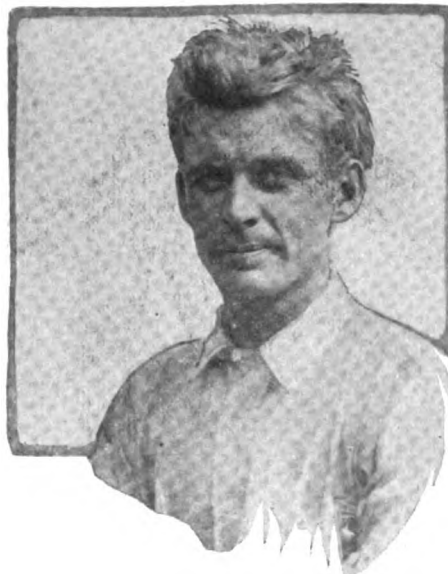
By winning the cactus derby in a racing car, Oldfield has wrecked sacred western racing traditions. Never before has a racing car made good in the Phoenix road race. The high-strung racing machines in all past desert grinds have been shaken to pieces long before the finish was reached.

The Stutz which the "master driver" piloted in the 696-mile road battle is the same machine he drove in the 500-mile race and the only especial preparation made for the desert fight was an extra gas tank, an emergency water supply, a few heavy straps over the hood and an additional tire rack for the wire wheels which were carried on both the side and rear of the car.

The Paige cars, which won second and third places in the great race, also created a sensation. It was believed that Barney's wire wheels would not stand the strain and that the Paige machines would shake out of condition and be too slow for the fast company of the other cars entered. Nikrent and Beaudet both drove clever races and put their cars well to the front only after hard driving and excellent preparation.

The little Chevrolet also made a great showing and the old 1911 Cadillac, piloted to fifth place by the veteran Bill Bramlett, was a wonder of the race.

It was a classy array of cars which



LOUIS NIKRENT, PAIGE DRIVER, SECOND IN CACTUS DERBY

lined up for the start on the morning of November 9, just outside of Los Angeles. The battery of racers included everything from the Ford and Metz to the Simplex and de Dietrich.

At midnight rain began falling. By the time that the first car was to be sent away, at 5:30, the course for the first 61 miles to San Bernardino was positively dangerous. The drivers put on skid chains, at least those who were fortunate enough to have them did, but there were several drivers who did not make provision for wet weather and these started out under a severe handicap.

#### Over Flooded Boulevards

With the boulevards flooded, the drivers averaged about 20 miles an hour to San Bernardino, but when the boulevards were left and the race headed out over the oiled road to the foot of the Cajon pass, the cars were given the first speed tests.

The cars were sent away from the line at 2-minute intervals. As far as San Ber-

nardino they held very close together, several checking in at that point only seconds apart. Earl Schnack, of Escondido, Cal., in the Ford, led the race to San Bernardino by 3 minutes, and was still in the counting 100 miles out, but the little machine met disaster before the first day's run was over.

Oldfield made but about 15 miles an hour in some places along the first stretches of the course, but even on the wet pavements the Stutz made as high as 70 miles an hour in some places. The rain upset Barney's race plans.

#### Alco First Car Away

The first car out in the race was the Alco, driven by Bill Taylor. This car took third honors in the American grand prix at Santa Monica last spring and was looked upon as a dangerous contender until Taylor skidded into a telegraph pole, a few miles from the start, and was hopelessly out of the running.

Many cars had trouble in the narrow Cajon pass. Several skidded over the edge of the road. Although, with the exception of the Alco and the Metz No. 11, all cars reached Victorville, 102 miles out on the desert, 2 hours separated many of the drivers.

On the desert between Victorville and Barstow, the storm cleared and instead of the rain, the drivers had the desert dust to contend with and instead of the slippery mud, the heavy sand.

Durant in the Chevrolet No. 2 and Barney in the Stutz checked in and out of Barstow not a minute apart, and from that point on across the desert to Needles one of the most spectacular road races ever witnessed took place between the veteran and the curly-headed youngster. Two clouds of dust moved across the desert, then there was a third.

Oldfield led. Sometimes the Chevrolet would almost overtake the Stutz. The third car, the Simplex, with Olin Davis at the wheel, would come out from behind

a jagged butte and all but pass the leaders, then the big car would settle back and hold its own against the rest of the field. At Needles, the Chevrolet and Oldfield were so close together that when Barney ran over the line and had to back back, the Chevrolet was checked in. While Oldfield had a 5-minute lead in time, he was second in position at the end of the first day's run by just 8 seconds.

The Simplex finished third, followed 4 1/2 minutes later by Louis Chevrolet in the Chevrolet No. 20, which he had pushed to the limit for the entire 303 miles.

The course was so rough the first day that when Oldfield hit a deep chuck-hole, George Hill, his mechanic, almost went out of the car and in grabbing for a hold, tore the palm of his hand on the sharp edge of the pump bracket. The wound caused a great deal of trouble during the rest of the race and while it was treated at each night control, Hill had the use of but one hand.

**Fourteen Left at Needles**

The de Dietrich, Kisselkar, Thomas and Ford all went out on the run between Barstow and Needles. This left but fourteen cars in the race and when the start was made the next morning, the Metz No. 14 went out after passing outside the control.

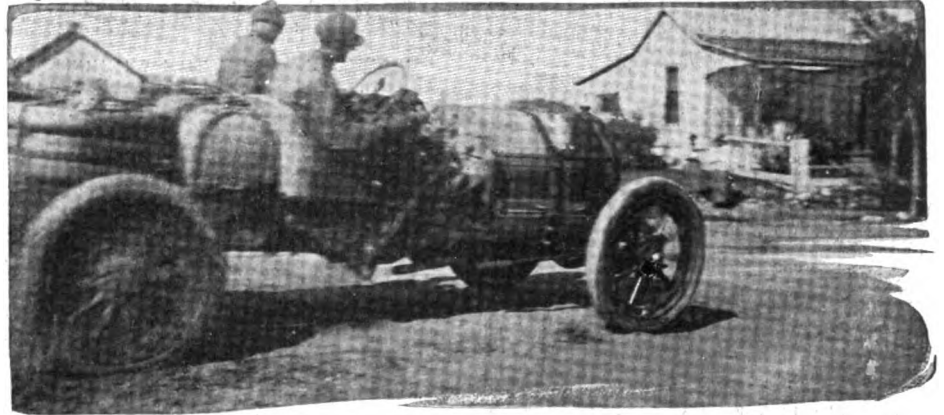
Louis Nikrent, in the Paige No. 8, finished the first leg of the course 1 minute behind Chevrolet, but he had stopped outside of the control to fill up, tighten a few bolts and make ready for the start in the morning. As a result, Nikrent picked up several minutes on the leaders Tuesday morning as they stopped, after checking out, to fill for the day's run.

**Muddy Mountain Roads**

Rain was falling at the time of the start from Needles. The cars skidded from side to side over the muddy mountain roads to the Santa Fe bridge, which crosses the Colorado river, 17 miles below Needles.

Crossing the bridge, Durant drove a spike through his left rear tire and lost 6 minutes making the change. Oldfield had trouble getting water in his radiator, having screwed the cap on too tightly the night before and he also lost time after the start, giving both Beaudet and Davis several minutes in time and allowing them to get out on the road ahead of the leaders, so that they were not bothered with the dust.

Nikrent, Carlson and Chevrolet all crossed the bridge together and raced across the roads to Kingman with a cold wind blowing in their faces. The drivers all were



BRAMLETT IN CADILLAC, WHO FINISHED FIFTH



DURANT IN CHEVROLET, WHO WAS FOURTH IN CACTUS DERBY

anxious to make all the time possible before the roads were soaked wet enough for chains.

The speed of the Simplex came in for a show on the road to Kingman after the dust had been laid and Davis led into the 374-mile control with 8 minutes on Barney, who had struck a rock. While traveling at about 65 miles an hour the Stutz had skidded into a jagged rock and the sharp edge went clear through the tire and scratched the rim.

**Oldfield Changes Tires**

At Kingman Oldfield discarded the wheel with the flat tire, which he had driven 11 miles in a losing speed brush with Nikrent,

TABLE SHOWING TIME AND ORDER OF FINISH IN LOS ANGELES-PHOENIX ROAD RACE

No.	Car and driver	Start Los Angeles, Nov. 9	San Bernardino, 31 miles	Victorville, 102 miles	Barstow, 136 miles	Needles, 303.4 miles	Time—L. A. to Needles	Start Needles, Nov. 10, 301.4 m.	Kingman, 374.9 miles	Prescott, 568.4 miles	Time—Needles to Prescott	Start Prescott, Nov. 11, 568.4 m.	Wickenburg, 629.4 miles	Phoenix, 696.4 miles	Time—Prescott to Phoenix	Time—L. A. to Phoenix	M. P. H.
5	Stutz, Oldfield	5:38	7:07	8:10	9:10	2:23	8:45	5:32	8:10	1:50	8:18	0:00	1:22	2:56	5:56	23:00	30.3
1	Paige, Nikrent	5:44	7:27	8:42	9:40	3:09	9:25	5:38	8:08	2:13	9:35	0:04	1:22	2:59	5:35	23:35	29.5
7	Paige, Beaudet	5:30	7:04	8:15	9:21	2:44	8:14	5:34	8:08	2:32	9:58	0:06	1:26	2:57	5:51	25:04	27.5
2	Chevrolet, Durant	5:32	7:04	8:11	9:11	2:33	8:51	5:30	8:08	2:57	10:27	0:08	1:21	2:55	6:27	25:46	26.9
19	Cadillac, Bramlett	5:04	7:57	9:13	10:22	4:08	10:02	4:46	8:58	4:24	10:38	0:12	1:20	2:52	5:40	26:20	26.4
15	Bulck, Ellis	5:56	7:51	9:23	10:44	4:58	11:00	5:50	9:50	4:04	10:14	0:10	2:15	3:54	6:44	28:22	24.5
17	Stutz, Burns	6:00	7:26	8:48	9:55	4:17	10:17	4:48	9:57	5:03	11:15	0:14	3:23	5:30	8:16	29:48	23.4
21	Cole, Du Bois	6:08	7:32	8:48	9:58	3:52	9:44	4:44	9:03	3:15	14:51	0:20	3:30	5:01	7:41	31:56	21.7
10	Metz, Wing	5:46	7:22	8:43	10:07	3:27	13:10	5:10	10:11	1:15	13:21	0:16	Out:	broken steering gear			
4	Kincaid Special, Kincaid	5:48	7:28	8:52	10:02	3:10	11:46	5:19	9:17	5:11	11:10	0:16	Out:	twisted axle			
14	Simplex, Davis	5:36	7:04	8:11	9:12	2:55	9:10	5:33	8:32	2:09	8:32	0:02	Out:	broken drive chain			
7	Maxwell, Carlson	5:42	7:15	8:26	9:36	3:36	9:54	5:42	8:42	3:22	Out at	Hackberry; broken wheel					
20	Chevrolet, Lawrence	6:06	7:27	8:37	9:47	3:30	9:24	5:40	8:25	3:25	Out at	Seligman; water in gas tank					
18	Metz, Fonke	5:54	7:26	8:54	10:26	3:11	13:13	5:11	8:25	3:25	Out at	Needles with engine trouble					
14	Thomas, Link	6:02	7:57	10:25	11:42	Out											
6	Kisselkar, Anderson	5:40	7:14	8:53	11:12	Out											
16	De Dietrich, Sprague	5:58	7:15	8:46	10:38	Out											
3	Ford, Schnack	5:34	7:03	8:26	9:46	Out at	Danby; broken universal										
11	Metz, Snow	5:50	7:24	8:54	10:24	Out:	turned over										
12	Alco, Taylor	5:52	7:24	8:54	10:24	Out:	hit telegraph pole near start										





RECEPTION GIVEN THE WINNERS OF PHOENIX ROAD RACE IN LOS ANGELES. THE PARADE, HEADED BY THE HOWDY BAND, WITH THE DRIVERS IN THEIR CARS IN THE ORDER IN WHICH THEY FINISHED, AND A STRING OF OTHER CARS, PARADED THE STREETS OF LOS ANGELES FOR SEVERAL HOURS AFTER THE ARRIVAL OF THE HOWDY SPECIAL FROM THE ARIZONA CITY. MUD HAD BEEN WASHED FROM CARS



MOTORISTS WHO HELPED MAKE A MERRY TIME ON THE HOWDY SPECIAL.

and lost more time. Durant also suffered in a duel with the other Paige. While driving at a high rate of speed, Durant struck a large rock while trying to pass Beaudet a few miles out of Kingman. While the Frenchman and Durant went into the control not a minute apart, the Chevrolet lost enough time to put the driver back several places in the counting. A wheel was badly damaged and many minutes were lost in an attempt to repair the damage done in the wild race down the road for second place.

Leaving the Kingman control in second place with several minutes over both Barney and Durant, Beaudet met hard luck. Five miles out, with 20 miles of level desert highway ahead of him, the Frenchman was getting all the speed out of the Paige that the motor would give, when he skidded to the side against a bank and sprung a leak in his radiator.

Back to Kingman he drove and while he was patching the hole, Barney and Durant pulled out together and Nikrent went into second place, a short 5 minutes behind the Simplex. Louis Chevrolet, Bill Carlson and Du Bois in the Cole went out of Kingman close together.

#### Steal Maxwell Parts

At Hackberry, Carlson broke a wheel on his Maxwell. Teddy Tetzlaff in the Maxwell press car overtook him and taking the wheel into Seligman the damage was repaired, but when the driver returned to his car at Hackberry, he found it stripped of carbureter, magneto, all tires and the two extra wheels, which also carried two extra tires. That ended the game for the little Maxwell 25. What was left of the car was shipped by train back to Los Angeles and Tetzlaff drove on over the course with the newspapermen after the leaders in the great race.

The rain increased until there was a real storm at Seligman. Davis, in the Simplex, cut a piece of the tread off his left rear tire and stopping to change wheels and buy rubber coats for himself and Redford, his mechanic, Barney went through the town and into first place, followed by Nikrent, who also had stopped at Seligman to fill up for the hard run over the mountains to Prescott.

Two minutes behind Nikrent, Davis drove out into the storm, which had turned into a near snowstorm. Durant had more trouble with his damaged wheel and trailed through Seligman. Chevrolet was running well at this point but a too-ready spectator put him out of commission.

Anxious to assist the Frenchman, one of the natives picked up the wrong can and poured 5 gallons of water into the gas tank of the Chevrolet No. 2. This was not discovered, however, and a few miles out, the car refused to move. Marooned in the rain on the desert, Louis was finally overtaken by the crippled Chevrolet No. 2. Taking a wheel off of the water-logged car, No. 2 was soon in running condition.

Chevrolet took the mechanic's seat with Durant and the car went on, leaving the two mechanics with the disabled machine, with orders to ship it back to Los Angeles.

For more than 40 miles, Oldfield led Nikrent and Davis through the chilling sleet and rain. The drivers said, after the race, that the hail felt like rocks against their faces, but they drove on and made fast time at that.

One of the most remarkable pieces of sportsmanship ever displayed in the motor racing game was that of George Settle, owner of the Simplex, which Davis was driving. The Howdy Special, the observation train which followed the racers across the desert, was resting on a siding as the Stutz came down the muddy road. Noting that Oldfield and Hill had no heavy clothing on and that Barney's face was blue from the sleet, Settle pulled off his own overcoat and threw it to the drivers who were leading his own car, as they stopped ahead of the train.

Even with a loss of an hour at Kingman, Beaudet did not quit the race. He got back on the car and drove through the mud to Prescott and when the time was figured, he was in fourth place, leading the Chevrolet by 6 minutes.

#### Oldfield First at Prescott

Oldfield was first at Prescott, the second night control, with a lead of 48 minutes 5 seconds over the Simplex. Nikrent held third place 8 minutes behind Davis.

The eleven cars which reached the 558-mile post at Prescott were all in good condition, with the exception of Beaudet's Paige, and it was still anybody's race. Another leaky radiator robbed Beaudet of enough time to put him in second place, but after changing radiators, Wednesday morning, the Frenchmen went after the leaders and made the best time of his entire run.

Realizing that the last 135 miles of the course were the worst on the stretch, Oldfield made up his mind to take it easy. He merely toured along and when he