

## PREMIER RACER MODEST

### NAZZARO VERITABLE SPHINX

IN TWO YEARS HE HAS MADE RECORDS  
FOR BOTH SPEED AND ENDURANCE  
ON TRACK AND ROAD.

Felice Nazzaro, who finished third in a Flat at Savannah in the race Thanksgiving day, is a sphinx when it comes to talking of his racing accomplishments. Yet in the short space of two years he has made records for both speed and endurance on track and road which have never been equaled.

Last year Nazzaro captured in succession every big road race in Europe, including the Targa Florio, the German Emperor's Cup and Grand Prix, making in the latter the new world's average of seventy-one miles an hour. This year, in a catch race over the Brooklands cement track, he averaged 121.58 miles an hour, later winning the Florio Cup race at the world's record average of 74 1/4 miles an hour. The Florio Cup victory was gained in the Grand Prix car which Nazzaro drove at Savannah.

As the man who holds the world's road and track records, Nazzaro was recently asked to express an opinion on the question of whether the limit of speed in motor cars had been reached, and to what extent the durability of tires under extreme speed conditions entered into the problem. With E. R. Hollander acting as interpreter, he made the following reply:

#### Probably the Record.

"On a road course, I doubt if the Florio Cup average of seventy-four and a quarter miles an hour will ever be beaten. The Bologne circuit, over which that race was decided, is a big quadrilateral, with only four turns and long stretches, affording unusual opportunities for continued high speed. The actual operation of guiding a car around a turn does not bother the driver of experience. It is the wearing effect these continual changes in direction have on tires which cause delay for repairs and greatly decrease the average speed. For this reason Savannah, with its 260 turns to the race of a little over 400 miles, could not hope to equal the average made at Bologne.

"The difficulty of operating a car beyond a speed of sixty miles an hour does not grow in proportion to the increase, as many people popularly suppose. The wind resistance is what tells the story then. At seventy miles an hour, a person feels his body flattening out against the back of the seat and the least movement in the direction in which the car is going must be accompanied by a perceptible in-

## THREE MEN MAKE TRIP THROUGH T

Through the treacherous defiles of Devil's Canyon, across a sandy desert marked with the carcasses of horses that stricken with thirst, had fallen at the wayside, into the Imperial valley and then back over the same route, a party of three has driven the first automobile to make such a trip all the way under its own power.

Setting out from San Diego, Cal., in a Franklin touring car, they went up and down 4,000 feet, making the automobile climb over boulders and crawl about precipices. It took them one day to get through the canyon and desert and another to get back, the entire distance being 258 miles.

In the party were H. M. Willard, F. E. Patterson and Wilson S. Smith, the latter of whom enthusiastically describes the escapade and its perils as follows:

"Leaving San Diego at 11:15 a. m., the run to Campo was made in four hours the party stopping over night there. The next morning the start was made from Campo at 8:10.

"The drive to Mountain Springs was made by noon, and then commenced the treacherous descent through the Devil's Canyon, which was made without a hitch although the road is simply a creek bottom and is filled with boulders for a distance of three miles.

#### Trip Through Desert.

"After leaving Devil's Canyon the desert was encountered, and for nine miles the machine plowed through sand of various depths, arriving at Coyote Wells, an oasis, where the San Diego & Arizona Railroad has established a surveying camp.

"After leaving Coyote Wells there is another stretch of twelve miles without a habitation or a drop of water, and the road is very sandy. However, the Franklin crossed this entire stretch of twenty-nine miles without even the aid of the chain grips.

After crossing canal No. 8 the party traveled for half an hour over a rich loamy flat of irrigable land to the New River, which was forded without any trouble. We were then in the rich Imperial valley and could see nothing but alfalfa fields for miles in every direction."

At 5:20 o'clock in the afternoon the party reached Imperial, which is known as "The Heart of the Valley." The actual running time between San Diego and Im-

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BEATS ORMOND THIS YEAR

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"On the Brooklands cement track, where the turns are big, wide and beautifully banked, and each lap is more than two miles in length, tires do not wear down so quickly and I feel that my average of 121.58 miles an hour will some day be beaten."

## MAXWELL'S GOOD SHOWING SET FORTH IN FIGURES

Carl G. Fisher Enthusiastic Over Con-

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CONTESTS ARE TO BE HELD IN THIRD WEEK OF MARCH AND PROGRAM IS TO INCLUDE TWO VERY LONG RACES.

NEW YORK, Dec. 12.—The Florida automobile races, which have been held each spring for several years, probably will take place this year on the Daytona-Ormond Beach in the third week in March, when