

8	Paige, Nikrent, Jananski	8:35	9:25	18:00
1	Paige, Beaudet, McConners	9:58	9:14	19:12
2	Chevrolet, Chevrolet, Durant	10:27	8:51	19:18
19	Cadillac, Bramlett, Nelson	10:38	10:08	20:40
15	Buick, H. Ellis, B. Ellis	10:14	11:00	21:14
17	Stutz, Burns, McMasters	11:15	10:17	21:32
10	Kincaid Special, Kincaid, Greenwood	11:19	12:29	23:48
21	Cole, Dubois, Caminetti	14:31	9:44	24:15
9	Metz, Wing, Parrish	13:21	13:19	26:40
7	Maxwell—Out at Hackberry with broken wheel.			

Here's Elapsed Time of Cars in Desert Race at Prescott Control

[SPECIAL TO THE EXPRESS]

PREScott, Ariz., Nov. 11.—Following is the time of arrival here of the cars in the Phoenix race, elapsed time for the distance from Los Angeles to Needles, the first control, and next to Prescott, the second control, and the total elapsed time:

Car. No.	Driver and Mechanician.	Elapsed	Elapsed	Total	Arrival in
		time L. A. to Needles.	time Needles to Prescott.		
Stutz 5	Oldfield; Hill	8:45	8:18	17:03	1:50
Simplex 4	Davis; Alley	9:19	8:33	17:52	2:09
Paige 8	Nikrent; Janowski	9:25	8:35	18:00	2:14
Chevrolet 2	Durant; Lawrence	8:51	10:21	19:18	3:57
Paige 1	Beaudet; McConners	12:29	11:19	23:48	5:11
Buick 15	Ellis; Ellis	11:00	10:14	21:14	4:04
Kincaid 10	Kincaid; Greenwood	12:29	11:19	23:48	5:11
Stutz 17	Burns; McMaster	10:17	11:15	21:33	5:03
Cadillac 19	Bramlett; Nelson	10:02	10:38	20:40	4:24
Cole 21	Dubois; Caminetti	9:44	14:31	23:25	8:15
Metz 9	Wing; Parrish	13:19	13:21	26:40	7:15

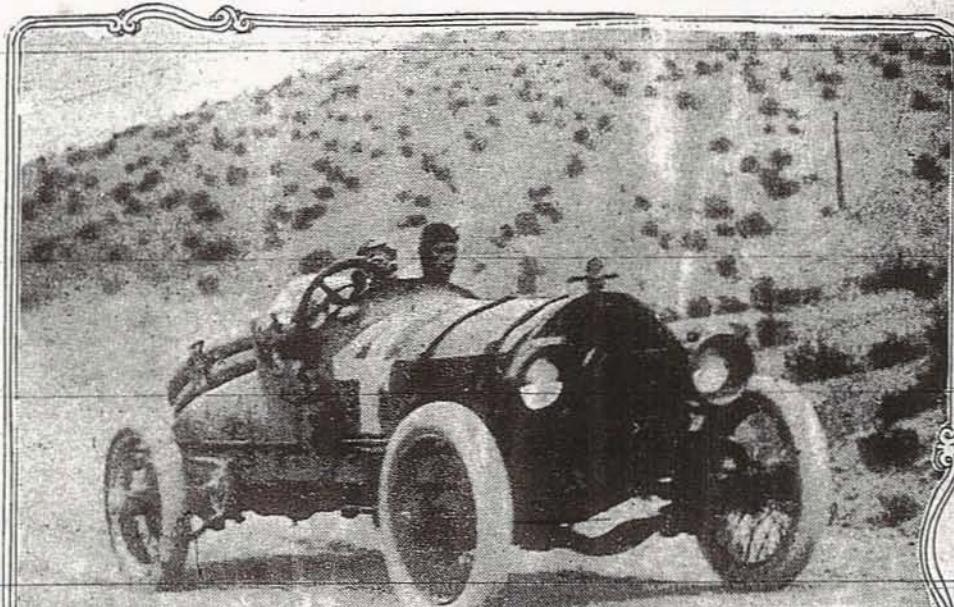
SPEEDING

OL
Barney
Into

Oldfield Leads by 49 Minutes Davis Is Second, Nikrent Third

PHOTO of one of the disasters in the first leg of the race taken by "Examiner" staff photographers at Barstow showing broken axle which disabled the car.

NOVEMBER 11, 1914



Cars in Control

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for the distance from
to Prescott, the second

used	Total as les to cost	Arrival in elapsed. Prescott.
1:18	17:03	1:50
1:33	17:02	2:09
1:33	18:00	2:14
1:21	19:18	3:57
1:19	23:48	5:11
1:14	21:14	4:04
1:19	23:48	5:11
1:15	21:33	5:03
1:38	20:40	4:24
1:31	23:25	8:15
1:21	26:40	7:15

OLDFIELD SUPREME; EXCELS HIS RECORD

Barney, Defying Elements, Drives
Into Prescott in Most Bril-
liant Effort of Career

PRESOTT, Ariz., Nov. 10.—In the hardest driving ever seen in a Phoenix road race, Barney Oldfield, defying steel, rain, mud and slippery mountain roads, today increased his lead to 49 minutes. To have gained this advantage means that the veteran speed master has made the greatest and most brilliant effort of his entire career.

With 337 miles covered from Los Angeles in the total elapsed time of 17 hours 3 minutes, only 131 miles remain between Oldfield and new leaders. For, if he goes into the Fair Grounds tomorrow to the cheering of thousands at Phoenix still in the lead he will be hailed and decorated with a diamond medal as the "Master Driver of the World."

Oldfield came to this city in his Stutz from Needles, 236 miles, in 8 hours and 18 minutes, an average of 28.1 miles an hour.

31.5 M. General Average

By this having averaged 30.8 miles for the first day's drive from Los Angeles to Needles, his total average is 31.5 miles.

Oldfield's nearest rival now is Olin C. Davis, the 1913 winner. Davis, in George F. Settle's Simplex, is forty-nine minutes behind the leader, holding second place by eight minutes over Louis Nikrent, in one of the Don Lee Paiges. The driving of Davis and Nikrent caused them to share liberally the honors of the race.

Davis in reality drove a more daring and sensational race than the elapsed time indicated. He made the

Nikrent and Davis raced a large part of the journey as a team. When they left this morning they were six minutes apart in elapsed time. When they finished here tonight only eight minutes separated them. Nikrent did some sensationaly fast driving and yet met his only mishap of the race.

Stone Bends Knuckle

Stupor Oldfield came up behind him, he swerved to allow the Stutz to go by. A large stone caught the steering knuckle, bending it. While this retarded the speed of the Paige to some extent, Nikrent was able to come on to hold his third place handily.

The other Paige in the race, driven by T. J. Beaudet, also met its first trouble of the race when a radiator leak developed. Beaudet had passed the Kingman, the first checking station, out of Needles, when he discovered the trouble. He immediately turned and raced back to Kingman, where a half hour was spent in making repairs. Then, driving desperately, he began making up his lost time, coming to Prescott in only forty minutes, elapsed time, longer than Oldfield.

This great drive placed him in fourth position, Don Lee having the satisfaction of seeing his entries lined up side by side, two of the first four cars to arrive. Beaudet is more determined than ever to take wild chances, overcoming the leaders tomorrow. But Oldfield's day was not without delay also. On the Gold Hill he found that his car had been geared so high that he could not make the grade. He stuck in the sand ten minutes before getting sufficient grip.

Men and even women can to his assistance, but the forces out on the desert do not recruit as rapidly numerically as in the more thickly settled districts.

Oldfield Strikes Rock

When a quarter of a mile from Kingman, Oldfield struck a rock and had his first tire trouble, a cut which brought a blowout resulting. His stop in Kingman for oil, gas and tire change cost him four minutes.

It was at the Kingman station that the little Chevrolet, which had run such a sensational second to Needles from Los Angeles, began to lag back. Away from the Needles control like a dash, Duran was the first to reach the bridge across the river at Topock, sixteen miles away, where the Howdy Special was waiting to

Buick in Sage Fix

The bungling in filling tanks also cost the Ellis brothers in their Buick some time. At a station outside of Prescott five gallons of oil were dumped where gasoline was supposed to go. The little Mex with Wing and Parrish driving determined to run from Needles and arrived with thirteen hours twenty-one minutes as their time.

When the "Howdy special" reached Prescott, the order to fall into marching order was given. Then Prescott was awakened with all the varieties of "Howdy" noise as the procession moved up the street with L. T. Shettler and A. T. Smith in the lead.

"Howdies" Inspect Cars

The marchers went to the parking space where the cars which had finished were lined up. They were so covered with mud that it was difficult to distinguish one from another. The covering of mud was so thick on the Simplex that Davis found it impossible to shift into the reverse when he tried to back up at the checking point.

Thomas G. Norrls of Prescott was in charge of the checking, having as his assistants O. A. Hesla, Dr. R. J. Roper, J. Lindell, E. A. Kastner, R. M. Buchler conducted the telephone dispatch service.

In the evening the "Howdies" and drivers were guests of the Yavapai Club at a smoker.

Ed Wilson, special representative of the Maxwell factory and manager of the racing team, arrived here today and joined Harry A. Lord. Wilson will make Los Angeles his headquarters.

OLDFIELD LOSES TO BURMAN IN 50-MILE RACE

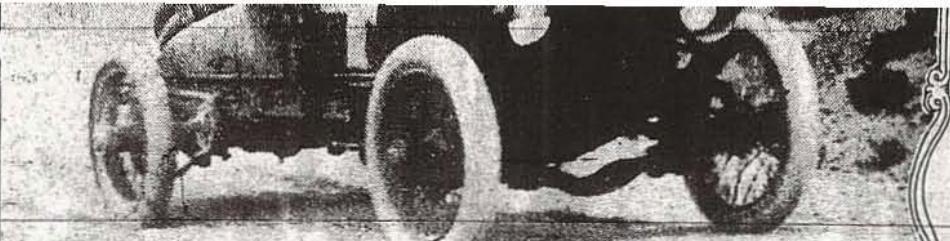
Tearing around the Ascot park track at a terrific rate of speed, Bob Burman driving his French Peugeot defeated Barney Oldfield, who was

BER 11 1914

Ariz., Nov. 11.—And thousands Barney Oldfield promptly at 9 o'clock (a time) for the final Angeles to Phoenix weather, with the prosing a muddy road on in to Phoenix, added a he dued that is being a desert between the ers and their daring

owing Oldfield in his Davis, who was at the powerful Simplex as forced the veteran to the limit of his front. These two cars attracted the most both got away to a still remained in the regular intervals left in the following 1 in Stutz No. 5; Davis, 4; Nikrent in Paige in Chevrolet No. 2; 1st No. 12; Ellis in 1st in Kincaid No. 10; No. 17; Bramlett in Dubois in Cole No.

Time	Time	Total time elapsed.	Arrived in Prescott.
L. A. to Needles	Needles to Present.		
8:15	8:18	17:03	1:50
9:19	8:33	17:52	2:09
9:25	8:35	18:00	2:14
Lawrence	10:21	19:18	3:57
owners	12:29	11:19	5:11
Greenwood	12:29	11:19	5:11
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B.	13:19	13:21	7:15



SPEEDING DRIVERS DASH ON IN MUD

NOVEMBER 11 1914

PRESCOTT, Ariz., Nov. 11.—Amid the shouts of thousands Barney Oldfield left here promptly at 9 o'clock today (Arizona time) for the final run of the Los Angeles to Phoenix race. Cloudy weather, with the prospects of bucking a muddy road on the 134-mile run to Phoenix, added a grimness to the duel that is being fought on the desert between the monster motors and their daring pilots.

Quickly following Oldfield in his Stutz was Olin Davis, who was at the wheel of the powerful Simplex that so far has forced the veteran Barney to drive to the limit of his skill to keep in front. These two cars and their drivers attracted the most attention and both got away to a good start.

Eleven cars still remained in the race and at regular intervals left the control here in the following order: Oldfield in Stutz No. 5; Davis in Simplex No. 4; Nikrent in Paige No. 8; Durant in Chevrolet No. 2; Beaudet in Paige No. 1; Ellis in Buick 15; Kincaid in Kincaid No. 10; Burns in Stutz No. 17; Bramlett in Cadillac No. 19; Dubois in Cole No. 21; and Wing in Metz No. 9.

Heavy Rains Fall

Heavy rains have been falling in Arizona for the last 12 hours and where the roads are not improved they are in wretched condition. This will make the driving today tedious and undoubtedly slower than it otherwise would be.

Although Oldfield had a lead of 19 minutes when he left here he will have to fight hard to retain it. Today's battle between the drivers and the autos will be one of endurance. Plowing through mud and water not much speed is looked for and it will be a steady grind.

Oldfield had 17 hours and 3 minutes elapsed time for the trip so far, while Davis' elapsed time was 17 hours and 52 minutes. Nikrent's Paige is running a close third, being but eight minutes behind the Simplex. The others were well scattered, the Metz consuming the most time, 26 hours and 40 minutes.

Of the 26 cars that originally started in the race, 11 still remained today. Thirteen left Needles yesterday, but two contestants, Chevrolet's own No. 20 and Carlson's No. 7 Maxwell withdrew. The former went out with a broken wheel and Carlson had to give up because of a broken drive shaft.

Barney, Defying Elements, Drives Into Prescott in Most Brilliant Effort of Career

PRESCOTT, Ariz., Nov. 10 In the hardest driving ever seen in a Phoenix road race, Barney Oldfield, defying steel, rain, mud and slippery mountain roads, today increased his lead to 49 minutes. To have gained this advantage means that the veteran speed master has made the greatest and most brilliant effort of his entire career.

With 537 miles covered from Los Angeles in the total elapsed time of 17 hours 3 minutes, only 171 miles remain between Oldfield and new leaders. For, if he goes into the Fair Grounds tomorrow to the cheering of thousands at Phoenix still in the lead he will be hailed and decorated with a diamond medal as the "Master Driver of the World."

Oldfield came to this city in his Stutz from Needles, 236 miles, in 8 hours and 18 minutes, an average of 28.4 miles an hour.

31.5 M. General Average

By his having averaged 34.8 miles for the first day's drive from Los Angeles to Needles, his total average is 31.5 miles.

Oldfield's nearest rival now is Olin C. Davis, the 1913 winner. Davis, in George F. Settle's Simplex, is forty-nine minutes behind the leader, holding second place by eight minutes over Louis Nikrent, in one of the Don Lee Paiges. The driving of Davis and Nikrent caused them to share liberally the honors of the race.

Davis in reality drove a more daring and sensational race than the elapsed time indicated. He made the most thrilling drive of all the first forty miles out of Needles. Then the oil tank on the rear, which had been repaired by ropes and wires the first day, dropped off and rolled down the hillside, hopelessly out of commission.

Eloy Is Hero OIL CAN

Then came the opportunity for E. W. Eley, the mechanician, to become one of the heroes of the day. They made temporary repairs which enabled the car to reach the first supply station. And then, taking a five-gallon can of oil in his lap, he fed out the remainder of the day in this fashion, pumping direct from the can instead of the tank in the rear.

This handicap told, however, and several times Davis was materially slowed down. Also, in one of the deep pitches he stripped his gears. He will be able to go on, he declares, without making repairs in the morning.

Nikrent, with the consistency which had characterized all his driving, moved into third place today. And it was in this position that he finished in the "Cactus Derby" of last year.

Nikrent and Davis raced a large part of the journey as a team. When they left this morning they were six minutes apart in elapsed time. When they finished here tonight only eight minutes separated them. Nikrent did some sensational fast driving and yet met his only mishap of the race by his fairness in observing the race rules.

Stone Bends Knuckle

Seeing Oldfield come up behind him, he swerved to allow the Stutz to go by. A large stone caught the steering knuckle, bending it. While this retarded the speed of the Paige to some extent, Nikrent was able to come on to hold his third place handily.

The other Paige in the race, driven by T. J. Beaudet, also met his first trouble of the race when a radiator leak developed. Beaudet had passed the Kingman, the first checking station, out of Needles, when he discovered the trouble. He immediately turned and raced back to Kingman, where a half hour was spent in making repairs. Then, driving desperately, he began making up his lost time, coming to Prescott in only forty minutes, elapsed time, longer than Oldfield.

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It was at the Kingman station that the little Chevrolet, which had run such a sensational second to Needles from Los Angeles, began to lag back. Away from the Needles, control like a flash, Durant was the first to reach the bridge across the river at Topock, sixteen miles away, where the Howdy Special was waiting to see the drivers in the early morning dash.

Missing the plankings, Durant drove across on the railroad ties and there was a tire torn out of the bolt heads. Four minutes were lost in a tire change. He started out to make up his lost time and made a fast drive to Kingman, but here it was seen that there would be trouble if the spokes of the right rear wheel was not tightened. An even half hour was lost here doing this work.

Water in Gas Tank

Meantime, Louis Chevrolet, in the other car of that name, was making a wild and frantic struggle, although never having been over the trying course, the renowned pilot took the road at top speed, only to meet trouble at Seligman through a misdirected attempt to assist him. A spectator jumping to aid the Chevrolet crew, picked up a ten gallon water can and emptied its contents in the gasoline tank. Long and costly time was being spent in draining out the water when the Durant Chevrolet appeared.

Then some quick thinking was done. Instead of waiting to empty all the tank a wheel was taken from No. 20 and used to replace the weak one on No. 2, then limping into the car and leaving their mechanicals to come on by train. Chevrolet and Durant brought their car into Prescott at record pace, being fifth in elapsed time in the line-up. Only five minutes behind Oldfield at Needles, the Chevrolet lost two hours and nine minutes through today's troubles.

Buick in Sage Fix

The fumbling in filling tanks also cost the Ellis brothers in their Buick some time. At a station outside of Prescott five gallons of oil were dumped where gasoline was supposed to go. The Little Metz with Wing and Parrish driving determined to run from Needles and arrived with thirteen hours twenty-one minutes as their time.

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OLDFIELD LOSES TO BURMAN IN 50-MILE RACE

Tearing around the Ascot park track at a terrific rate of speed, Bob Burman driving his French-Peugeot, defeated Barney Oldfield, who was forced to switch from his flat "cyclone" to Earl Cooper's Stutz because of an accident, yesterday afternoon in a fifty-mile race before a crowd of 20,000 persons. Burman's time was 45 minutes and 54 seconds.

Had Burman not picked up a nail in the twenty-eighth lap and lost several seconds, making the tire change at his pit the time would have been faster. He, however, came within twenty-two seconds of the world's record made by Louis Disbrow.

The stop made by Burman gave Oldfield the lead and it was not until the forty-eighth lap that the Peugeot caught up and passed the flying white Stutz.

In the first lap of the race Oldfield broke his timing gears and the race was started over again. Cooper loaned Oldfield his Stutz, but the white car was not timed up to its highest notch.

Shortly after the finish of the race Oldfield sprained his ankle while attempting to jump over a fence and he was rushed to a hospital, where the injured member was treated.

Following in the time of the fifty-mile race:

Miles.	Minutes.	Seconds.
19	45	14
29	45	44-45
30	45	3
30	36	52-1-2
50	45	51

The timing was done by the Pendleton device so that it would be accurate as official by the American