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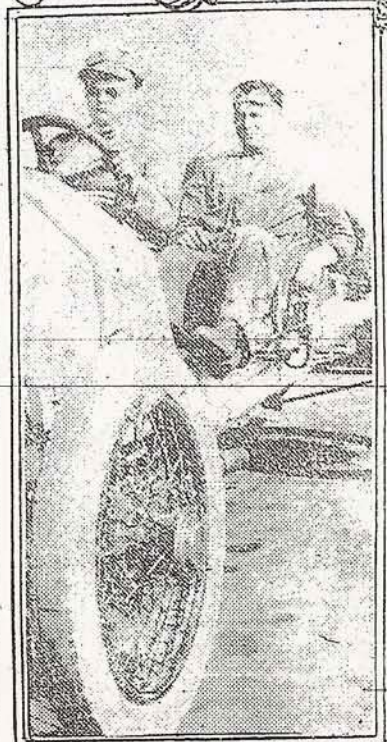
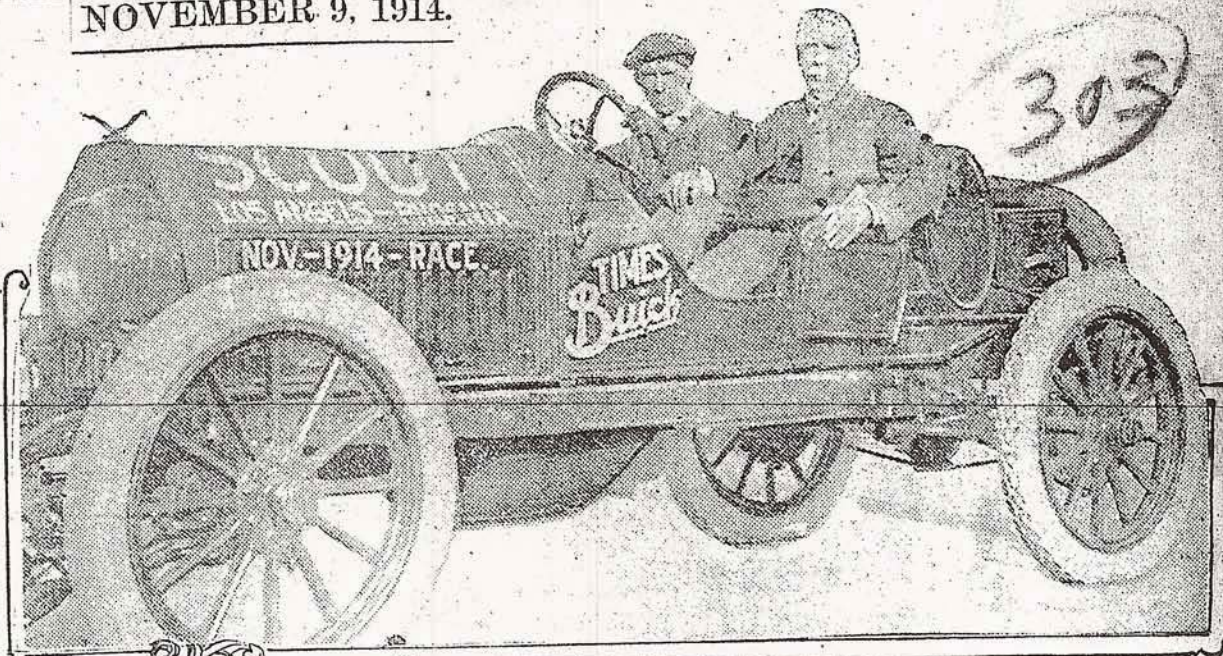
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Times-Buick Scout,

Which left Los Angeles yesterday morning to cover the route of the Los Angeles-to-Phoenix road race. The car is burning distillate on the run and was prepared for the desert roads by Joe Nikrent. Below is the Cole car, the only Phoenix entry, with DuBois driving and Camminetti as mechanician.

Lots of Speed.

# TIMES SCOUT CAR MAKES RECORD RUN TO NEEDLES.

[BY DIRECT WIRE—EXCLUSIVE DISPATCH.]

**N**EEDLES, Nov. 8.—The man who wins the Phoenix race this year will earn not only the title, "master driver of the world," but he will go down in automobile history as a man whose nerve, endurance, judgment, self-control and initiative would make him a master success in any line he cared to essay.

The first leg of the new course today was covered in The Times Buick scout car, burning distillate and following the road every inch of the way and the natives here said that it was the fastest time ever known for a through Needles-Los Angeles trip. Elapsed time, 12 hours, 1 minute; running time, 10 hours, 34 minutes.

Of course, that record may stand only a few hours, but Driver J. W. Velzy deserves all the titles and honors a young fellow can carry without getting topheavy. The Buick stood up splendidly; the distillate burner is a wonder. The course is more trying even than it looks. It is all very well to talk about the speed that will be made to Barstow. Fair enough, but it will be neither the speed to Barstow nor the speed to Phoenix in spurts and over certain stretches that count.

It will be the ability of the driver and the car to stand up, under the grueling strain and to be satisfied with a steady hammer-and-tongs, nose-in-the-dust sort of performance for the whole race.

The driver who starts from Los Angeles tomorrow morning to play to the gallery had better stop just this side of the Pacific Electric viaduct and sign up with Alex Pantages, where he can get the applause without going into a culvert.

The race is not to the strong, but to the faithful. It is not to the road-eating car, but to the machine that will endure hard knocks, run smoothly, deliver regular, even, untiring propellant pressure on the driving shaft and take the bumps without spitting.

That is the judgment of the scout crew and by Monday night there will be at least forty men drivers and mechanicians of the racers who will agree. Of the road, little need be said. There is much of the desert stretch proper that has been badly cut the last few days in the workouts.

Drivers, watch the short turn this side of Mineola as you steer toward the big red bluffs. The turn is around a fenced field. It is in bad shape and very tricky. Near Klondike, the exceedingly narrow cuts through which the course passes are dangerous, as most of them are approached by short turns.

From Amboy this way the road is badly cut up. To that point with trifling exceptions, the road will be found as good as it was for the workouts.

All along the line the greatest interest is manifested in the event. Needles will outdo itself in its reception.

**BARNEY OLDFIELD, VETERAN AUTO PILOT, NOW HAILED AS WORLD'S GREATEST DRIVER**

NOVEMBER 12, 1914.

**WINNER-TAKE-ALL IN ASCOTEVENT**

**B**OB BURMAN and Barney Oldfield will make their affair at Ascot Park Sunday a "winner take all" proposition. The Speed King and the Master Driver met last night and agreed that

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## BARNEY OLDFIELD, VETERAN AUTO PILOT, NOW HAILED AS WORLD'S GREATEST DRIVER

NOVEMBER 12, 1914.

### How Cars Finished in L. A.-Phoenix Race

No. of Car.	Name. Driver.	Finish.	Time Prescott to Phoenix.	Time L. A. to Prescott.	Elapsed Time.	Post-tion.
5-	Stutz, Oldfield, Hill	2:56 p. m.	5:56	17:03	22:59	1
5-	Paige, Nikrent, Jankowski	2:39 p. m.	5:35	18:00	23:35	2
1-	Paige, Beaudet, McConnors	2:57 p. m.	5:51	19:12	25:03	3
2-	Chevrolet, Durant, Chevrolet	3:35 p. m.	6:43	19:18	26:01	4
10-	Cadillac, Bramlett, Mason	2:52 p. m.	5:50	20:40	26:30	5
15-	Buick, R. Ellis, B. Ellis	3:54 p. m.	6:44	21:14	27:58	6
17-	Stutz, Burns, McLasters	5:30 p. m.	8:16	21:32	29:48	7
21-	Cole, Caminetti, Dubois	4:01 p. m.	7:41	24:25	31:56	8

(Pacific Time.)

No. 4, Simplex, Davis and Eley drivers, broke torsion rod twenty miles out of Prescott. Arrived too late to check in before time limit.

No. 10, Klineaid Special, Klineaid and Greenwood, drivers, out at Congress Junction, 75 miles from Phoenix, broke spring.

No. 9, Metz, Wing and Parris, drivers, out at Hot Springs Junction, 41 miles from Phoenix, broke steering gear.

Barney Oldfield, "Master Driver of the World."  
That is the title earned by the famous Los Angeles pilot who drove his Stutz into first place in the Los Angeles-Phoenix road race which finished at the latter city yesterday afternoon.

The seventh annual race was run under the worst possible conditions, the course being heavy with mud throughout most of the distance and with almost continual rains bothering the drivers and making the going not only difficult but dangerous. Second to Oldfield by thirty-six minutes elapsed time was Louis Nikrent in a Paige while Beaudet in a car of the same make finished third. Chevrolet and Durant in a Chevrolet took down fourth money after a desperate effort in which one of the Chevrolet cars was abandoned.

Considering the weather conditions under which the race was run the time made was remarkable, Oldfield maintaining an average of 29.1 miles for the 671 miles.

The time made was somewhat slower than that made by Davis last year, but the course was about 200 miles longer and road and weather conditions were such as to give both cars and drivers the most severe kind of test.

Davis, the 1913 winner, failed to cover this race within the time limit. He broke a torsion rod twenty miles out of Prescott and was forced to lose a great amount of time.

But eight of the twenty cars that started the race were in at the finish, various accidents forcing the entries to go out of the race one at a time.

It is conceded by all that Oldfield drove a wonderful race. For the first two days he rolled up a big lead in elapsed time and yesterday when the going was the slowest of the entire course he drove carefully while the other contenders cut down his lead steadily. But the veteran had his time figured to a nicety and won with something to spare.

## WINNER-TAKE-ALL IN ASCOT EVENT

BOB BURMAN and Barney Oldfield will make their affair at Ascot Park Sunday a "winner take all" proposition. The Speed King and the Master Driver met last night and agreed that there would be no short end of the purse—that the fellow who lost would have to take his share in consolation.

Burman brought up the question of making it a sweepstakes speed duel. Some time ago Barney was quoted as insisting that the winner get everything. Last night, when they met on the street, the Speed King immediately asked Barney if he was still in the same frame of mind.

"Sure," said Barney, and the affair was settled. Burman and Oldfield put their signatures to an agreement saying that the purse was meant for but one man, and that the loser would have a rather cheerless Christmas.

Burman completed work on his Peugeot racer yesterday, and if the weather permits he will give the French flier a workout at Ascot this afternoon.

## Burman Will Not Carry Mechanician in Sunday's Race

## Oldfield's and Wild Bob's Friends to Form Rah-Rah-Rooting Sections

Bob Burman will not be forced to carry a mechanic with him in his championship match race against Barney Oldfield Sunday.

This was decided last night when representatives of the two stars met to discuss George Hill's protest against Burman's announced plan of riding alone. The rule covering the point is numbered 33 in the official A A A publication, and states that in races of a hundred miles or over it is compulsory for drivers to be accompanied by mechanics. No mention is made in regard to contests over less than the century distance, so it was decided to let the drivers do as they please.