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Giant Cars Tuned to Minute Roar on Way to Cover 671 Miles

WITH the east's first dull reflections turning the black night into gray dawn this morning, there dashed away like huge projectiles from a gigantic gathering two twenty motor car stripped, tuned and manned for 671 miles of more bitter struggle than found in any other race on the automobile calendar. It was the start of the seventh and longest and hardest annual road race from Los Angeles to Phoenix.

Straight into the sun as it comes over the San Bernardino peaks are the drivers racing. And all day these motor men of speed will ride in the scorching rays which will make the desert a gigantic, dazzling stove lid. Never was a race scheduled that demanded so much both of driver and machine. Louis Chevrolet, the international veteran who has driven in the notable speed events of Europe and America, declared, after a trip over a part of the course, that the Phoenix race stood alone and apart as the hardest event undertaken by racing automobiles.

"I was amazed at what I found," he said yesterday. "I still am more surprised that forty men could be found with the hardihood to tackle such a race. Stamina and endurance must be combined with ability, road-knowledge and courage."

Racing Fleet Gathered

An hour or more before the first car was sent away at 5:30 o'clock, where the Short Line viaduct crosses the valley boulevard back of Eastlake Park, the racing fleet gathered from the score of speed camps where last night the cars were under watchful guard. Mingled with the first-spurring desert cars as they went through the streets to the starting line were the automobiles of the spectators.

Long before midnight the motor procession along the course of the race began. It was estimated last evening that at least 50,000 persons would be along the boulevards by the time the racers dashed past this morning.

The Los Angeles Railway operated a special service of cars between Seventh street and Broadway to Eastlake Park to haul out the thousands who did not have other means of transportation. The last cars last night carried out scores who went into impromptu camp along the roadside at points of vantage to wait for the passing of the Phoenix contestants.

Latest Road Conditions

The drivers with their relief men and mechanics were called together at the headquarters of the Western Automobile Association, 147 West Pike street, yesterday morning for final instructions. There they were told of the latest road conditions by Chairman Leon T. Shettler and instructed regarding the lining-up at Eastlake Park by Starter George Adair.

Chairman Shettler told the drivers that the original plans for going straight through to San Bernardino without a detour because of highway construction near Elvada had failed at the last moment and that a mile turnout would be necessary. This adds two miles to the length of the race, and necessarily slows down the time that will be made to the first checking station, San Bernardino. However, it is believed that some of the cars will turn the distance in little over an hour.

Also the time of the drivers has increased with the final practices over the course to an extent that it is very probable that nearly half of the starters will beat the "Hoover Special" into Barstow, 126 miles away. The special train carrying the race boosters left the Santa Fe station an hour before the first race, but the time of the motor cars will be substantially faster than that of the train.

SPEED KINGS ARE OFF IN DESERT GRIND THOUSANDS VIEW START OF BIG CLASSIC

NOVEMBER 9, 1914



HERE IS THE ENTRY LIST

CARS	DEPARTING	ENTRANTS	DRIVERS
No. 1-Peuge	5:30	Don Lee	T. J. Beaudet, M. McCormers
No. 2-Chevrolet	5:32	O. R. Cousins	W. C. Durant, R. Lawrence
No. 3-Tord	5:34	A. B. Daniels	F. Schnack, C. Schuck
No. 4-Simplex	5:36	George F. Settle	O. Davis, G. Ely
No. 5-Stutz	5:38	Walter M. Brown	B. Oldfield, G. Hill
No. 6-Klugekar	5:40	Hollywood Cent. Garage	D. Anderson, F. Bedford
No. 7-Maxwell	5:42	Maxwell Motors Company	W. Carlson, D. Basso
No. 8-Peuge	5:44	Don Lee	L. Nikrent, L. Jannasch
No. 9-Metz	5:46	Metz Company	Wing, Pierish
No. 10-Kincaid, Spec	5:48	A. C. Hendrie	Greenwood, Kincaid
No. 11-Metz	5:50	Metz Company	Snow, Kendall
No. 12-Alco	5:52	A. H. Woodhull	W. Taylor, Rex
No. 13-Metz	5:54	Metz Company	Foulke, Babu
No. 14-Buley	5:56	Ellis Brothers	H. Ellis, B. Ellis
No. 15-De Dietrich	5:58	H. V. Gentry	Sprague, Bucklus
No. 16-Stutz	6:00	H. C. McMaster	Jack Burns
No. 17-Thomax	6:02	White and Gibson	Pink, F.D.
No. 18-Ford	6:04	W. Bramlette	Bramlette
No. 19-Chevrolet	6:06	Chevrolet Motor Company	L. Chevrolet, H. Angle
No. 20-Cole	6:08	C. M. Du Bois	C. M. Du Bois, J. Caminetti

Start—Valley Boulevard at Eastlake Park, 5:30 o'clock this morning. Finish—Phoenix Fair Grounds Wednesday about noon. Distance—671 miles, divided into three days' racing. Night controls at Needles, 301 miles from Los Angeles; Prescott, 537. Checking Stations—San Bernardino, 61 miles; Victorville, 102; Barstow, 126; Needles, 301; Kingman, 363; Ash Fork, 479; Prescott, 537; Wickenburg, 609; Phoenix, 671. Former Winners—1908, F. C. Fenner and H. D. Ryus; 1909, Joe and Louis

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Also the time of the drivers has increased with the final practices over the course to an extent that it is very probable that nearly half of the starters will beat the "Howdy Special" into Barstow, 136 miles away. The special train carrying the race boosters left the Santa Fe station an hour before the first racer, but the time of the motor cars will be sufficiently faster than that of the locomotive to more than offset the difference in starting time.

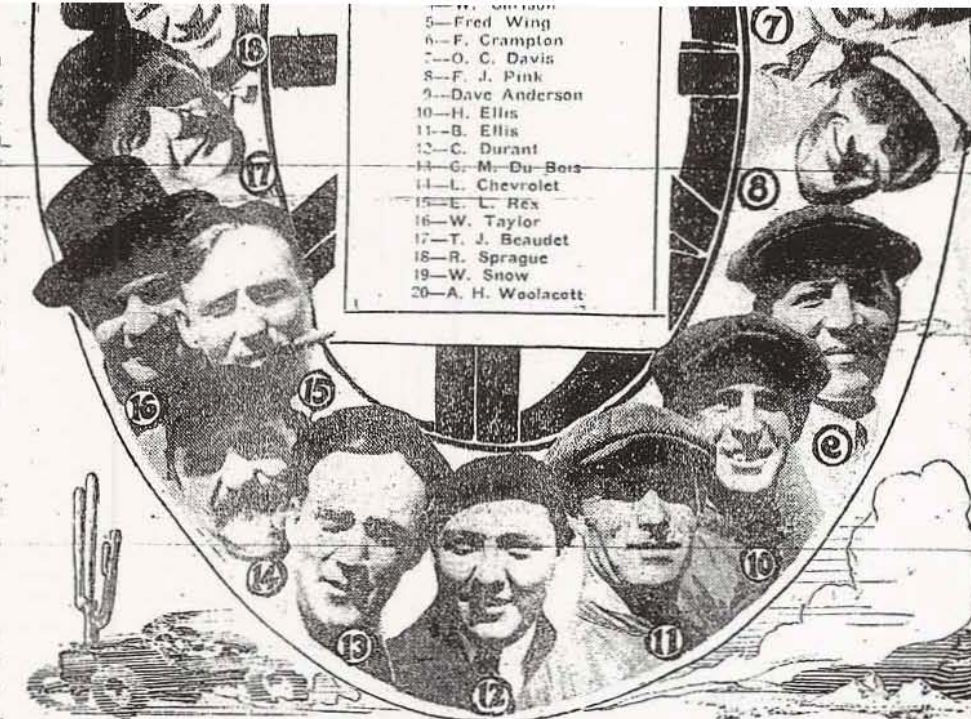
Danger Spots

Between Los Angeles and Barstow will be one of the most dangerous legs of the race. The boulevards themselves inviting topmost speed, may make some of the drivers into trouble. The double turn at Puente is looked upon as a dangerous place because of the extreme speed the drivers will attain just before reaching that point.

Then comes the Cajon Pass with its twists and turns, and in some places very narrow roads. Extremely careful and expert driving will be required through the canyon at the narrowest places. After reaching the summit of the pass the drivers will begin their desert work, which will not end until the outskirts of Phoenix. There is one exception—the mountain roads south of Prescott, where the racers psychan elevation of more than a mile.

At the drivers' meeting a poll showed that every car entered would start. This gave many of the supporters of the race encouragement to believe that a large percentage of the starters would go through to Phoenix.

However, with some determined pacemakers out in front, the gall will be such that nothing but the toughest of steel will stand up under the strain, and there are 671 miles of it. The car that may get through the first day without serious breakdown may have its worst second, and then there is still a third day.



- 5—Fred Wing
- 6—F. Crampton
- 7—O. C. Davis
- 8—F. J. Pink
- 9—Dave Anderson
- 10—H. Ellis
- 11—B. Ellis
- 12—C. Durant
- 13—G. M. Du Bois
- 14—L. Chevrolet
- 15—E. L. Rex
- 16—W. Taylor
- 17—T. J. Beaudet
- 18—R. Sprague
- 19—W. Snow
- 20—A. H. Woolcott

For the distance of this year's race has made imperative the dividing of the race into three instead of two days as formerly. The first day's racing will end at Needles, 301 miles away. After a night's rest the racers will be sent away again next morning with Prescott the central destination. The second day's run will be 230 miles. This leaves 141 miles for the last dash to the Phoenix Fair Grounds.

The 1914 race has attracted one of the fastest fields which ever started. Those who will remember how Barney Oldfield went to San Diego last year in 2 hours and 39 minutes with Olin C. Davis, the winner, only a few minutes behind, are expecting a spirited speed duel between these two again this year. Davis is driving George F. Settle's Simplex which Oldfield piloted this year. And Oldfield is at the wheel of the Stutz which he drove at Indianapolis, Sioux City and Elgin.

Chevrolet, who was drawn back into racing by the appeal of this contest, will drive a roadster bearing his name. It will have the conventional roadster body, being the first car to compete in a Phoenix race with this sort of stock equipment. Also Chevrolet will have the smallest car in the race from the piston displacement standpoint. Another Chevrolet also will compete with W. C. Durant, son of the Chevrolet builder, at the wheel.

Veterans in Again

There are in the line-up the Phoenix veterans, Louis Nikrent, T. J. Beaudet and William Bramlett. They have been driving in the various derbies ever since it became a major fixture. And William Carlson has returned from an eastern speed campaign to compete again. Others who have competed before are the Ellis brothers. In their lineup: T. J. Pink and E. and C. Schuck.

The racers will finish at Phoenix at approximately Wednesday noon. Then there will be an afternoon of rest or jubilation, according to the position of their respective cars in the finish. The next day the track races will be held at the fair grounds, and then the return home will be begun in the evening by the "Howdy Special."

Teddy Tetzlaff is driving in the Phoenix this year, but in a new role. Instead of being at the wheel of a racing car, he is piloting the Maxwell press car, which has been given over to newspaper service by the Earl-Maine car company and the Maxwell factory.

The "Howdies," or those who will watch the race from a speeding train, will this year be distinguished in dress by various costumes of red and black, with cap to match. In explanation of the unusual costume, each cap is labeled "Howdy."

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No. 16—Stutz	6:00	H. C. McMaster	Jack Burns
No. 17—Timmons	6:02	White and Gibson	Pink, Fils
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136; Needles, 301; Kingman, 368; Ash Fork, 479; Prescott, 537;

Wickenburg, 609; Phoenix, 671.

Former Winners—1908, F. C. Fenner and H. D. Ryus; 1909, Joe and Louis Nikrent; 1910, Harvey Herrick and O. W. Kern; 1911, Harvey Herrick and Ed Swanson; 1912, Ralph Hamlin and G. Irwin; 1913, Olin C. Davis and C. Watts.

Officials—Leon T. Shettler, chairman of racing committee; George Adair, starter; Stanley Mitchell, representative of A. A. A. contest board; George Purdy Bullard, in charge at Phoenix.

Prizes—First, \$2750; second, \$2000; third, \$1500; fourth, \$500. Diamond medal bearing inscription, "Master Driver of the World," goes to winner.

Time Limits—At Needles, fifteen hours after starting time from Los Angeles; at Prescott, fifteen hours after starting from Needles; at Phoenix, 6 p. m.

Automobile race is generously represented on the train. For many of the dealers it is the annual outing. For others the visit to Phoenix has trade significance, many of the dealers here having agents in the Arizona territory. The train this year is under the personal supervision of chairman Shettler.

LATEST NEWS

PHOENIX LEADERS AT BARSTOW
W. C. Durant, T. J. Beaudet, M. McCannery, W. Carlson, D. Basso, L. Nikrent, L. Jansinski, W. Taylor, Rex, Fentler, Halin, H. Ellis, R. Ellis, Sprague, Buckles, Jack Burns, Pink, Fils, Bramlette, L. Chevrolet, H. Angle, C. M. Du Bois, J. Caminetti.