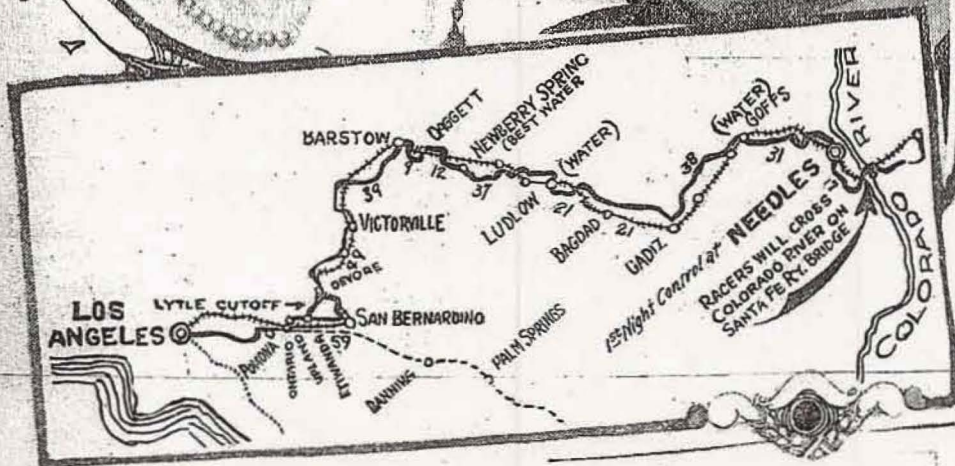


Phoenix Dash in 1913, Close On Leaders

WIFE AT INJURED DRIVER'S BEDSIDE GIVES NEWS OF RACE



H. J. Pink, driver of Thomas car No. 18 in Los Angeles-Phoenix desert dash, who was injured at start of race, and wife, who is at his bedside at hospital

How They Started in Los Angeles to Phoenix Road Race

DEPARTING		
CARS	TIME	EXTRANTS
No. 1—Fulge	5:30	Dan Lee
No. 2—Chevrolet	5:32	O. R. Cousins
No. 3—Ford	5:34	A. B. Daniels
No. 4—Simplex	5:36	George F. Settle
No. 5—Stude	5:38	Wallace M. Brown

DRIVERS	
T. J. Beaudet	M. McConners
L. Chevrolet	H. Angle
E. Schuack	C. Schuack
O. Davis	G. Ely
H. Hildfield	H. Hill

THOUSANDS SEE RACERS START DESERT DASH

Crowds Cheer as Speed Pilots Are Sent Away on Dangerous Road

On a slimy road, in a drizzle of rain, with Death lurking at each slippery curve, twenty cars were sent away from Eastlake park between 5:30 and 6:00 o'clock this morning in one of the most notable automobile races in the world, the annual Los Angeles-Phoenix road race.

The race is 611.4 miles. It is the hardest grind of any road race attempt in the world.

There are three checking stations in the race. This afternoon the cars are checked at Needles, 201.4 miles from Los Angeles, and remain there overnight.

Tomorrow they will be checked at Prescott, 537.4 miles from here, and will remain over night.

Wednesday will see the race down the stretch to the finishing flag at Phoenix.

The wet road belt today extended only about half way between Pomona and San Bernardino. From there the drivers encountered dry roads and fair weather.

3000 SEE START

The drizzle did not dampen the ardor of three thousand race enthusiasts at the start. They crowded the starting line, leaving an opening of a car's width for the racers to pass through for 1000 yards.

The police made frantic efforts to keep the crowd on the curb, but abandoned the attempt.

All of the cars were in position half an hour before the starting time. At 5:25 Starter George Adair, dripping with rain, called No. 1, the Paige, to the line.

The hood of the little blue machine ran water. Beaudet, the driver, discarded his goggles.

"Beware of the wet roads and remember 'Safety first,'" cautioned Stanley Mitchell, representative of the A. A. A., issuing his final instructions.

"Get ready—one minute left," shouted Adair. Motors roared down the line of racers. Smoke from the exhausts of twenty engines blurred the shafts of light thrown out into the darkness by the headlights.

"Three, two, one, go!" and he slapped Beaudet on the back.

Disregarding the rain, hats were waved, women's shrill voices rose above the tones of the men. "Go on, go on," came the shout from the crowd.

SKID CHAINS ON

Beaudet quickened his pace and Chevrolet was brought to the starting line by Adair. Two minutes later he was sent on his way with a cheer.

The remaining drivers gave vent to their disgust for the rain. Earl Schuack in the Ford came next. Behind him, Olin Davis and George Ale, his mechanic, worked with a rush to wrap their tires with burlap and pin it down with skid chains.

Behind Davis in his Simplex came

At 6:08 Du Bol signal to start, and having procured in a long cheer as his from the starting pavement.

DE PALM 90-MIL IN TR

Travels Fifty M Pace; Pullen for Eig

SAND EOTHERS

Corona Course V Practice Today Laps R

TURNING fifty mile-an-hour in Palma, in the second place in the Prix in France just won of war, yesterday of the practice course. Giving his "work" in preparation Thanksgiving race, fastest turns in 1 mi a speed of 97.7 miles. Swifter but short the try-out of Eddie Prize winning Mercedes at a rate of 91 then was forced to cause of the flying. Most of the driver today morning of the course. This was time before the practice wet. Before going about the circuit, sand was rising in force in the faces shown when the pilots with the paint axes as though they to a hull of shot.

Drivers Enter Pro

This morning the drivers for the drivers' meeting at the start of the race, presided over by Starter, there will be a to whether there at course the day of the of the drivers decision would make the because of blinding.

Starter Wagner at the East to add the important list of bl started. He has Monica three times the large tracks in the Wagner, who is the sense that he has here, said that the closely the novelty amid the flowers w flying there.

"Corona is to be obtaining such a file Wagner. "It shows in Southern Calif fame which at America's racing c of fact, the entire turned Westward who expect the big surprised at the gre to the Pacific Coast

Instructions Given

"At the drivers' the officials will instructions and wheels will draw positions. Although have been assigned position of the entire line will be determined cars will be sent

The race is 671.4 miles. It is the hardest grind of any road race attempt in the world.

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Behind Davis in his Simplex came Oldfield. Again the crowd surged in, anxious to look at the veteran driver as his form appeared in the dim glow through the smoke clouds. Barney was sent away with a cheer that followed him down the road.

Greenwood, driver of the Kincaid special No. 10, withdrew from the race yesterday, and Archie Kincaid, builder of the car, was nominated in his place. Jack Tracey is acting as relief driver.

In quick order the cars were rolled to the starting line and Starter Adair slapped the drivers on the back at two-minute intervals.

Ellis in Buick No. 15 sent the crowd scurrying to the curb as he left the starting line.

Faint traces of dawn had lit up the dull sky. Ellis started from the line with a rush. His rear wheels skidded. The car slipped toward the crowd over the wet asphalt. There was a rush for safety.

Ellis straightened out his steering wheel and righted the car.

Sprague and Backus in the De Dietrich were away sixteenth, followed by Jack Burns in the Stutz. Then came Pink in the Thomas, Bill Bramlette in the Cadillac, No. 19.

As Cousins in the Chevrolet No. 20 and Du Bois in the Cole No. 21 raced the starting line dawn had cast a gray light over the sky and headlights from the scores of automobiles lining the roads were extinguished.

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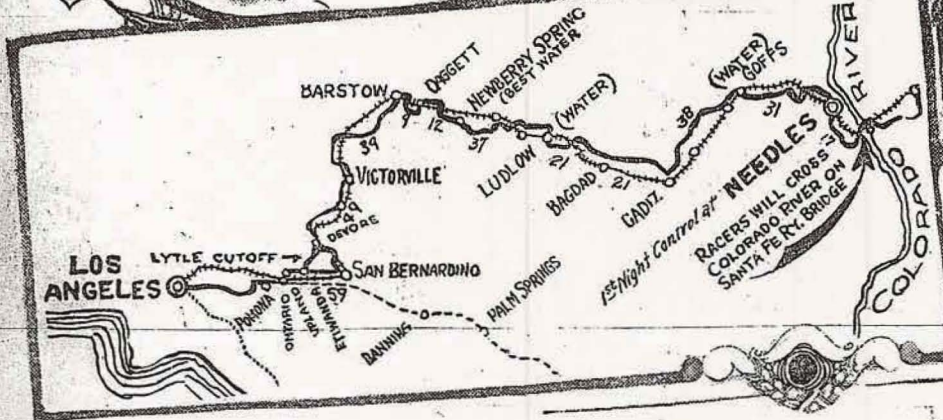
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A comparison of 1 year's race and the s practice indicates that probably will be establ Teddy Tetzlaff made the race, one minute This year that figur "loafing." The circles up in one minute am in seconds.

G. E. Ruckstell has average of 92.3 miles t Earl P. Cooper, the been doing some very in fast time. Arthur ond Stutz, has been g day.

Dave Lewis is to p which as No. 5 was Barney Oldfield drove the Phoenix road rac nounced as definite y ing Oldfield's statemei not drive.

With Oldfield definit the possibilities of bel Stutz or Maxwell ca tured on the Maxwell to yesterday had been. first turns on the co beck, the 1913 Los An to road race, appear then reports became th he the driver chosen.



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No. 5—Stutz	5:38	Walter M. Brown	B. Oldfield, G. Hill
No. 6—Kissel	5:40	Hollywood Cent. Garage	D. Anderson, E. Keiford
No. 7—Maxwell	5:42	Maxwell Motors Company	W. Carlson, D. Basso
No. 8—Paige	5:44	Don Lee	L. Nikrent, L. Jananishi
No. 9—Metz	5:46	Metz Company	Wing, Farish
No. 10—Kincaid Spec.	5:48	W. C. Hendrie	Kincaid, Tracey
No. 11—Metz	5:50	Metz Company	Stow, Kendall
No. 12—Alco	5:52	A. H. Woulcott	W. Taylor, E. L. Rex
No. 13—Metz	5:54	Metz Company	Faulke, Hahn
No. 14—Buick	5:56	Ellis Brothers	H. Ellis, B. Ellis
No. 15—De Dietrich	5:58	H. V. Gentry	Sprague, Backus
No. 16—Stutz	6:00	H. C. McMaster	Jack Burns
No. 17—Thomas	6:02	White and Gibson	F. J. Pink, Tom Eley
No. 18—Cadillac	6:04	W. Bramlette	Bramlette
No. 19—Chevrolet	6:06	Chevrolet Motor Company	W. C. Durant, R. Lawrence
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, 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; Geo. 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 Limit—At Needles, fifteen hours after starting time from Los Angeles; at Prescott, fifteen hours after starting from Needles; at Phoenix, 6 p. m.