

OLDFIELD, SMEARED WITH MUD, DRENCHED, WINS PHOENIX RACE

HOW GREAT RACE WAS RUN, START TO FINISH

NOVEMBER 12, 1914

Name	Driver	Time to Finish	Time to Phoenix	Time to Prescott	Time to Elapsed	Position
Stutz, Oldfield, Hill		2:56 p. m.	5:56	17:03	22:59	1
Paige, Nikrent, Jankowski		2:39 p. m.	5:35	18:00	23:35	2
Paige, Beaudet, McConnors		2:57 p. m.	5:51	19:12	25:03	3
Chevrolet, Durant, Chevrolet		3:35 p. m.	6:43	19:18	26:01	4
Cadillac, Bramlette, Mason		2:52 p. m.	5:50	20:40	26:30	5
Bulck, R. Ellis, B. Ellis		3:54 p. m.	6:44	21:14	27:58	6
Stutz, Burns, McLasters		5:30 p. m.	8:16	21:32	29:48	7
Cole, Caminetti, Dubois		4:01 p. m.	7:41	24:25	31:56	8

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

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

No. 9, Metz, Wing and Ferris drivers, out at Hot Springs Junction, 44 miles from Phoenix, broke steering gear.

Oldfield's Dash Lands Him Second, Beaudet Is Third; Fight Rain and Mud

PHOENIX, Nov. 11.—Barney Oldfield, driver of the world, that is the veteran speed king is now wearing added the latest honors by being winner in the seventh annual Los Angeles-to-Phoenix Road Race here this afternoon. The bands are playing in the Arizona capital in honor of the best champion and the name of Oldfield is on the lips of the thousands of State Fair visitors.

Despite the totals which put him out of the day's driving, William Bramlette, the Phoenix race veteran, made the speediest and most daring drive of the finish. He was leading the field until he dashed into the Aqua Fria, twenty-eight miles from here. The rains had made the usually dry bed a sand trap and he mired down. Horses had to be brought to his assistance.

Nervy Work

Then, when back on more solid footing, he attempted to make up his lost time. The result was that he skidded near Glendale, nine miles out, and broke his steering gear. An accident that would have been sufficient to put many drivers out of the running did not stop Bramlette. Running to a nearby fence he borrowed a long board, rigged up a steering gear which worked much like those on boys' coasters. With Mechanician Nelson working one side and he the other, the nervy Cadillac driver finished in fifth place in the total time, but third at the fair grounds.

In addition to these troubles, Bramlette dove off a twelve-foot embankment on the Prescott grade but escaped unharmed as the Cadillac alighted right side up. He got back on the road by some hard work but the skid had cost him several minutes. In the accident Bramlette broke a steering knuckle so it was impossible to turn to the right sharply, the result was that he swerved all over the road and this led to his Glendale accident.

The ingenuity of Louis Chevrolet, the world-famous speed driver, and W. C. Durant, son of the head of the Chevrolet factory, brought them into the race in the money in one of the most varied and remarkable races ever driven. After being only five minutes behind the first day and then dropping into fifth place, the second, the No. 2 Chevrolet, was given a whirlwind drive today by Durant, with Chevrolet sitting at his side.

When half of the day's race had been run, a skid tore away a hub. That was sufficient to have put the car out of the running. But Chevrolet and Durant

The Final Run

The final run brought a variety of handicaps to test every ounce of the remaining strength of the drivers. First they climbed mountain grades to 7000 feet after leaving Prescott at 9 o'clock. There had been heavy rain all night and the roads were treacherous.

After reaching the summit there was a drop which taxed every driver to the limit to keep his car on the road. Then came a number of sharp grades down foothills and through the giant cacti. Former dry washes had been converted into water-covered mirrors. The Haysryampa came from a dust swept stretch to a river of five feet of water.

This caused all of the drivers to take a new road at Wickenburg where the new county bridge gave them their only chance to cross. It was at Wickenburg that the "Howdy special" caught the first view of the racers.

Bramlette was the first to come into the town, where the "Howdies" were lined up with their always present noise and greetings. Then came Chevrolet, Oldfield, Nikrent and Durant. After that the train was put under high speed to catch up with the racers.

Bramlette was the first overtaken and it was while racing along with the train that he went into the Aqua Fria and into the deep wet sand. No more racers were seen until they arrived at the finish, where there were more welcome.

Tomorrow there will be track races in which most of the road race drivers will participate. The feature will be a fifty-mile race in which the added stars will be Earl P. Cooper and Arthur Kline.

"It was the hardest victory I ever won. And yet I feel better at the end of the 671 miles than when driving 500 over the Indianapolis speedway. I do not believe there ever was a race run that required such continuous endurance on the part of both men and machines.

"Top speed was impossible so I would not call the Phoenix race exactly a speed contest. But it surely is a contest of endurance and strength. I have done something that they said I could not do. I took the same Stutz that I drove at Indianapolis and put it over the road to Phoenix. That should encourage eastern drivers to bring their speed cars out for this race. I made only one tire change and that was when I hit a rock.

"I appreciate the honor of the title 'Master Driver of the World' and I will be ready to defend it next November."

Leon T. Shettler, chairman of the Western Automobile Association said: "The 1914 Phoenix race is the most successful ever run. Every westerner should feel proud of the drivers who have shown what they can do by stamina and grit."

Barney Oldfield to Quit Mile Track Competitions After Record Trials in St. Louis Today. Will Live on Coast.

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Barney Oldfield, king of all mile track race drivers, and, in fact, one of the best that ever took the wheel of a racing car in an event of this kind, will drive his last contest on the dirt course today. Barney, who boasts that Firestone tires are his only life insurance, has been in the game since automobile competition brought out a machine that could step a mile in one minute, and feels that he has been in service long enough.

Barney today will go for world records on the St. Louis track and then will hike for his home in Los Angeles. Oldfield in retirement does not mean to keep out of the game altogether, as he has announced that he would compete in a few road races on the coast and that if Harry Stutz wanted him to drive at Indianapolis next year he would make the trip East to fight for glory on the Indianapolis oval. Barney's reason for promising to pilot a machine for Stutz is due to the treatment he received from the Indianapolis builder during the past season. According to Oldfield, he would push a wheelbarrow if Harry Stutz wanted him to.

Lovers of speed throughout the country know Barney, and he will be missed from the track. As Barney puts it, "I have invested my money in a car in Los Angeles, and three cash registers bring twenty hours a day, so why should I continue to risk my life on the dangerous and treacherous dirt tracks?"

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Oldfield Admits War, Paige No. 8 First Car Into Phoenix

PHOENIX, Ariz., Nov. 11.—Barney Oldfield won the annual Los Angeles-to-Phoenix automobile race driving his Stutz car No. 5 into the state fair grounds through a driving rain at 3:56 o'clock (Mountain time). He wins on elapsed time.

PHOENIX, Nov. 11.—No. 8, Louis Nikrent, was first to reach Phoenix at 3:40.

GLENDALE, Ariz., Nov. 11.—Bramlette, in Cadillac No. 19, passed Glendale, nine miles north of Phoenix, at 3:19 o'clock. Nikrent, in Paige No. 8, passed at 3:20.

PEORIA, Ariz., Nov. 11.—Bramlette, in Cadillac No. 19, led the Phoenix racers through Peoria, passing here at 3:10 o'clock. Peoria is 12 miles north of Phoenix.

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WICKENBURG, Ariz., Nov. 11.—Durant, in Chevrolet No. 2, led the Phoenix racers through Wickenburg this afternoon at 1:21 o'clock. Oldfield, Stutz No. 5, followed one minute later, with Nikrent, in Paige No. 8, a few seconds behind. Wickenburg is

as follows: Stutz No. 5 (Oldfield), 11:19 o'clock; Paige No. 8 (Nikrent), 11:21; Paige No. 2 (Beaudet), 11:38; Chevrolet No. 2 (Durant), 11:44.

SKULL VALLEY, Ariz., Nov. 11.—Oldfield, Nikrent and Durant passed Skull Valley in order of one-minute intervals, Oldfield arrival being caught at 11:0 o'clock (mountain time). Skull Valley is 23 miles south of Prescott. Nikrent had passed Durant for the second position.

Simplex No. 4 (Davis) returned 10 miles north of Skull Valley. Neither Davis nor his mechanic was hurt. Davis expected to get back into the race. A driving rain was falling and the mountain roads were treacherous.

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OLDFIELD CHEERED

FRIDAY, NOV. 13, 1914

With the crash of cymbals and the blare of trumpets, Barney Oldfield, recognized as one of the greatest automobile race drivers in the United States and winner of the seventh annual renewal of the Los Angeles-Phoenix road race, returned to Los Angeles today, and his fellow townsmen were out in great numbers to do him honor.

Modest to a fault, Oldfield seemed ill at ease when his chauffeur escorted him into Spring street, to his famous Stutz, and he seemed truly glad when the crowd had dispersed and quiet was restored. Congratulations poured in from all sides on the plucky driver, but he merely smiled faintly amid the plaudits of the throng and declared that he had done nothing out of the ordinary.

But Oldfield's name was upon the lips of every man, woman and child with whom the members of the "Howdy band" came in contact, according to Bill Jones, Assort park next Sunday, all they

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Nikrent's Dash Lands Him Second, Beaudet Is Third; Fight Rain and Mud

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With a total average of 29.1 miles an hour for the entire distance from Los Angeles, 671 miles, Oldfield arrived at the finish at 2:56 o'clock, Pacific time, which was maintained throughout so as to confuse the checkers in their computations. The final 134 miles from Prescott, the second night control, were given in 5 hours 56 minutes, bringing the total elapsed time from the start to hours 50 minutes.

Weather Against Speed

Oldfield's average is slightly under that made by Olin C. Davis, the 1913 winner, but the course this year was more than 200 miles longer and the other conditions were the worst that ever marked a Phoenix race. The distance of 671 miles makes this the longest road race ever won in America and more than half of the way was driven in driving rain. And every foot of the ground, not only the slippery pavements, was treacherous mud.

When the winning Stutz arrived at the fair grounds to be given a wild oration by 10,000 people, the mud was caked thick on the faces of Oldfield and mechanic, George Hill, that both were unrecognizable. The ever present car looked like a long stick of clay.

Four times in the day the carburetor had been choked with mud and he had to stop. Oldfield, however, was the first to reach the finish line. That car came as a thrilling climax to the national drive of Louis Nikrent, who gave the 134 miles from Prescott in the test-time-of-the-day, 5 hours and 35 minutes. This was 21 minutes faster than the time made by Oldfield, who, with a safe time margin, was content to take the road more leisurely.

Percent Cut Lead

Nikrent cut down Oldfield's lead of 57 minutes at Prescott to 26 at Phoenix. He left Prescott in the third position, 45 minutes in the elapsed time behind Davis in George F. Settle's Stihlplex, which had been an important factor up to that time. On the Prescott grade, however, Davis broke a tension rod, which allowed the left drive chain to slip off. This put him out of the race, although he made a determined effort to keep up in the running. His pace, however, was reduced to touring speed when he arrived in Phoenix after the checking station officially closed at 6 o'clock.

Finishing only 1 minute behind Oldfield at the fair grounds, Beaudet, in No. 3, lined up as third in the second time from Los Angeles. Beaudet, being only 16 minutes more on the road than Nikrent. This added more time to the history of the race that cars of the same make and entrant finished together high in the money. Light Don Lee is one of the most satisfied men in the town.

Despite the trials which put him out of the day's driving, William Bramlette, the Phoenix race veteran, made the speediest and most daring drive of the finish. He was leading the field until he dashed into the Aqua Fria, twenty-eight miles from here. The ruts had made the usually dry bed a sand trap and he slid down. Horses had to be brought in to his assistance.

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When half of the day's race had been run, a skid tore away a hub. That was sufficient to have put the car out of the running. But Chevrolet and Durant quickly devised an emergency hub with a wrench which brought them here and into the money.

Determined Race

The Ellis brothers, driving No. 15 Buick, drove a determined race against the road and weather odds and finished with sixth place to their credit. The other cars to reach the final checking station were the No. 17 Stutz, driven by Burns and McMasters, and the No. 21 Cole, with Dubois and Caminetti at the wheel. Both finished in good condition, but had skids and deep mud had cut down their running time.

This Phoenix race, according to Chevrolet and Oldfield, was probably the hardest ever run in America because of rain. And there was no relief at any stage of the contest. The drivers started out in a rain and they had inclement weather up to within a comparatively few miles of the finish. Every possible road condition had to be met.

There were rain-slick boulevards, slippery and narrow mountain roads, long desert stretches, roads deep with mud with deep chucks hidden by the water. Forging through rain and sleet, the drivers fought their way along under conditions that would have stopped even touring.

participate. The fastest of the fifty-mile race in which the added miles will be Earl P. Cooper and Arthur Kline. "I was the hardest victory I ever won. And yet I feel better at the end of the 671 miles than when driving over the Indianapolis speedway. I do not believe there ever was a race run that required such continuous endurance on the part of both men and machines. "Top speed was impossible so I would not call the Phoenix race exactly a speed contest. But it surely is a contest of endurance and strength. I have done something that they did I could not do. I took the same Stutz that I drove at Indianapolis and put it over the road to victory. That should encourage eastern drivers to bring their speed cars out for this race. I made only one tire change and that was when I hit a rock. "I appreciate the honor of the title 'Master Driver of the World,' and I will be ready to defend it next November." Leon T. Shettler, chairman of the Western Automobile Association said: "The 1911 Phoenix race is the most successful ever run. Every westerner should feel proud of the drivers who have shown what they can do by stamina and grit."

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Oldfield holds many world's records, and still has the mark for one mile, but this is the record he will attempt to lower today. Barney fears that it is not low enough, and wants to retire with the mark so low that it will take years to break it.

Barney intends keeping in the game as an owner for some years. He loves the game, which has been so good to him, and from now on the spectators will pick up their programs and see Oldfield as entrant instead of a driver. George Hill, who has always "looked back" from the mechanic's seat of Barney's car, will be the man at the wheel for the new packer of race cars.

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By United Press.

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veteran ran his Stutz into the morass, where he stuck until he was towed out by a mule team, on the bank.

Meanwhile, Bramlette, in Cadillac No. 19, driving like a wild man, took the river with a rush, sending high spirals of mud and slush. Behind him flew Nikrent, in Paige No. 8, and he, too, successfully negotiated the river without the aid of the mules. These two drivers left the river and headed for Phoenix, hood to hood.

Durant, in Chevrolet No. 2, also struggled through the mud, and soon was after the leaders. Oldfield resumed the chase in fourth position, but apparently confident that his large margin of elapsed time would win for him, even if he failed to overtake his opponents.

BIDS FOR OLDFIELD

If Barney Oldfield and Bob Burman want to play a "return engagement" after their meeting at Ascot park next Sunday, all they have to do is to say so. "Snowy" Baker, the famous Australian impresario and sport promoter, called the Pacific Motor Racing association today to see if it was possible for the two champions to visit the Antipodes and engage in a series of races.

The answer to Baker will probably be a negative one. Both Burman and Oldfield feel that the trip across the Pacific is too long. Again, the enmity which has always existed between the two champions, while lying dormant at present, is too great for them to ever become team mates. Each man says that his coming meeting here will prove so decisively which is the real champion, that there will never be a public demand for a return match.

The letup in the rain this morning was just what was needed for the races. A road crew and scrapers soon had the machines running smoothly over the surface of the course, which was roughened by the heavy downpour.

Burman and Oldfield will compete on the fastest track in the west.

OLDFIELD CHEERE

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Modest to a fault, Oldfield seemed ill at ease when his child escorted him into Spring street, his famous Stutz, and he set truly glad when the crowd, dispersed and quiet was resting. Congratulations poured in on all sides on the plucky driver, who merely smiled faintly amid plaudits of the throng and denied that he had done anything of the ordinary.

But Oldfield's name was on the lips of every man, woman and child with whom the members of the "Howdy band" came in contact, according to Bill Jones, Bill Aldrich, who accompanied the party, and even the Indian route were cheering for the veteran.

"It was not so tiresome as the first lap to Needles," said Oldfield.

"It was a hard grind during the first day, but after that it was easy sailing. I only hit one tire along the road and that was bulldog that jumped at me when we were making about 100 miles.

"The last day's run was not tacking. Nikrent passed me a few miles into Phoenix when I was stopped by fire trouble. It worried me horribly until I reached the finish line. The fire fell down on that last day as had to stop five times. Once the motor wouldn't start, and I had to be towed by an auto until the machine warmed up. I'm satisfied, though."

And so were his friends.

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SEPTEMBER 20, 1914
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race drivers, and, in fact, one of the best
that ever took the wheel, who led a
racing car in an event of this race, will
drive his last contest on the dirt course
today. Barney, who boasts that his first-
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Indianapolis next year he would make
the trip back to fight for glory on the
Indianapolis oval. Barney's reason for
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is due to the fact that he was invited from
the Indianapolis leader during the past
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Lovers of speed throughout the coun-
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"I have invested my money in a car in
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Despite the trials which put him out of the day's driving, William Bramlette, the Phoenix race veteran, made the speediest and most daring drive of the finish. He was leading the field until he dashed into the Aqua Fria, twenty-eight miles from here. The rains had made the usually dry bed a sand trap and he mired down. Horses had to be brought to his assistance.

Nervy Work

Then, when back on more solid footing, he attempted to make up his lost time. The result was that he skidded near Glendale, nine miles out, and broke his steering gear. An accident that would have been sufficient to put many drivers out of the running did not stop Bramlette. Running to a nearby fence he borrowed a long board, rigged up a steering gear which worked much like those on boys' coasters. With Mechanician Nelson working one side and he the other, the nervy Cadillac driver finished in fifth place in the total time, but third at the fair grounds.

In addition to these troubles, Bramlette dove off a twelve-foot embankment on the Prescott grade but escaped uninjured as the Cadillac alighted right side up. He got back on the road by some hard work but the skid had cost him several minutes. In the accident Bramlette broke a steering knuckle so it was impossible to turn to the right sharply, the result was that he swerved all over the road and this led to his Glendale accident.

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Determined Race

The Ellis brothers, driving No. 15 Buick, drove a determined race against the road and weather odds and finished with sixth place to their credit.

The other cars to reach the final checking station were the No. 17 Stutz, driven by Burns and McMasters, and the No. 21 Cole, with Dubois and Caminetti at the wheel. Both finished in good condition, but bad skids and deep mud had cut down their running time.

This Phoenix race, according to Chevrolet and Oldfield, was probably the hardest ever run in America because of rain. And there was no relief at any stage of the contest. The drivers started out in a rain and they had inclement weather up to within a comparatively few miles of the finish. Every possible road condition had to be met.

There were rain-slick boulevards, slippery and narrow mountain roads, long desert stretches, roads deep with mud with deep chucks hidden by the water. Forging through rain and sleet, the drivers fought their way along under conditions that would have stopped even touring.

And yet I feel better at the end of the 671 miles than when driving 500 over the Indianapolis Speedway. I do not believe there ever was a race in that required such continuous endurance on the part of both men and machines. "Top speed was impossible, so I would not call this Phoenix race exactly a speed contest. But it surely is a contest of endurance and strength. I have done something that they did I could not do. I took the same Stutz that I drove at Indianapolis and shut it over the road to victory. That shut it once more out for this race. I never saw one like the change and that was about I hit a rock. "I appreciate the honor of the title 'Master Driver of the World,' and I will be ready to defend it any November."

Leon T. Shetter, chairman of the Western Automobile Association said: "The 1911 Phoenix race is the most successful ever run. Every westerner should feel proud of the drivers who have shown what they can do by stamina and skill."

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Barney today will go for world records on the St. Louis track, and then will hike for his home in Los Angeles. Oldfield in retiring does not mean to keep out of the game altogether, as he announced that he would compete in a few road races on the coast and that if Harry Stutz wanted him to drive at Indianapolis next year he would make the trip east to fight for glory on the Indianapolis oval. Barney's reason for promising to pilot a machine for Stutz is due to the treatment he received from the Indianapolis builder during the past season. According to Oldfield, he would push a wheelbarrow if Harry Stutz wanted him to.

Lovers of speed throughout the country know Barney, and he will be missed from the track. "If, as Barney puts it, 'I have invested my money in a car in Los Angeles, and three cash registers ring twenty hours a day, so why should I continue to risk my life on the dangerous and treacherous dirt tracks?'"

Oldfield holds many world records, and still has the mark for one mile, but this is the record he will attempt to lower today. Barney fears that it is not low enough, and wants to retire with the mark so low that it will take years to break it.

Barney intends keeping in the game as an owner for some years. He loves the game, which has been so good to him, and from now on the spectators will pick up their programs and see Oldfield as entrant instead of a driver. George Hill, who has always "looked back" from the mechanic's seat of Barney's No. 1, will be the man at the wheel for the new marker of race cars.

By United Press. PEORIA, Ariz., Nov. 11.—Bramlette, in Cadillac No. 19, led the Phoenix racers through Peoria, passing here at 3:10 o'clock. Peoria is 12 miles north of Phoenix.

Nikrent, in Frigo No. 8, passed Peoria at 3:19 o'clock. Oldfield passed Peoria at 3:31 o'clock.

By United Press. WICKENBURG, Ariz., Nov. 11.—Durant, in Chevrolet No. 2, led the Phoenix racers through Wickenburg this afternoon at 1:21 o'clock. Oldfield, Stutz No. 5, followed one minute later, with Nikrent, in Paige No. 8, a few seconds behind. Wickenburg is

By United Press. PHOENIX, Ariz., Nov. 11.—It is raining very hard here today. All races at the state fair have been postponed.

By United Press. SKULL VALLEY, Ariz., Nov. 11.—Oldfield, Nikrent and Davis passed Skull Valley in order at one-minute intervals, Oldfield's arrival being caught at 11:05 o'clock (mountain time). Skull Valley is 23 miles south of Prescott. Nikrent had passed Durant for the second position.

Simplex No. 4 (Davis) turned 10 miles north of Skull Valley. Neither Davis nor his mechanic was hurt. Davis expected to get back into the race. A driving rain was falling and the mountain roads were treacherous.

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Modest to a fault, Oldfield seemed ill at ease when his chums escorted him into Spring st., in his famous Stutz, and he seemed truly glad when the crowd had dispersed and quiet was restored. Congratulations poured in from all sides on the plucky driver, but he merely smiled faintly amid the plaudits of the throng and declared that he had done nothing out of the ordinary.

But Oldfield's name was upon the lips of every man, woman and child with whom the members of the "Howdy band" came in contact, according to Bill Jones and Bill Aldrich, who accompanied the party, and even the Indians en route were cheering for the veteran.

"It was not so tiresome after the first lap to Needles," said Oldfield.

"It was a hard grind during the first day, but after that it was easy sailing. I only hit one thing along the road and that was a bulldog that jumped at the car when we were making about 40 miles.

"The last day's run was nerve-racking. Nikrent passed me along the way into Phoenix when I had been stopped by tire trouble, and it worried me horribly until I reached the finish line. The car fell down on that last day and I had to stop five times. Once the motor wouldn't start, and I had to be towed by an auto until the machine warmed up. I'm satisfied, though."

And so were his friends.

veteran ran his Stutz into the morass, where he stuck until he was towed out by a mule team, on the bank.

Meanwhile, Bramlette, in Cadillac No. 19, driving like a wild man, took the river with a rush, sending high spirals of mud and slush. Behind him flew Nikrent, in Paige No. 8, and he, too, successfully negotiated the river without the aid of the mules. These two drivers left the river and headed for Phoenix, hood to hood.

Durant, in Chevrolet No. 2, also struggled through the mud, and soon was after the leaders. Oldfield resumed the chase in fourth position, but apparently confident that his large margin of elapsed time would win for him, even if he failed to overtake his opponents.

BIDS FOR OLDFIELD

If Barney Oldfield and Bob Burman want to play a "return engagement" after their meeting at Ascot park next Sunday, all they have to do is to say so. "Snowy" Baker, the famous Australian impresario and sport promoter, cabled the Pacific Motor Racing association today to see if it was possible for the two champions to visit the Antipodes and engage in a series of races.

The answer to Baker will probably be a negative one. Both Burman and Oldfield feel that the trip across the Pacific is too long. Again, the enmity which has always existed between the two champions, while lying dormant at present, is too great for them to ever become team mates. Each man says that his coming meeting here will prove so decisively which is the real champion that there will never be a public demand for a return match.

The letup in the rain this morning was just what was needed for the races. A road crew and scrapers soon had the machines running smoothly over the surface of the course, which was roughened by the heavy downpour.

Burman and Oldfield will compete on the fastest track in the west.