

AS RACERS

DASH FOR PRESCOTT

Durant Out of Running; Chevrolet Moves-Up and Becomes Contender

Fork, 58 miles from Prescott, where the second night control for the Phoenix race is located, Barney Oldfield in Stutz No. 5 led Nikrent in Paige No. 8 by 18 minutes 55 seconds actual time, and 12 minutes 55 seconds slapsed time for the day's racing. spun by Santa Fe mile post 406, at Davis and Nikrent on the Gold road. sh Fork, was as follows:

Oldfiger in State No. 5, 12, 41, 10. Nikrent, in Paige No. 8, 1:03:35, Davis, in Simplex No. 4, 1:09:55. The racers were driving at terrific peed in a minstorm.

ALTERNATELY LEAD

Various drivers have alternated in when the cars arrived at Hulapal. he lead before the final stretch. ut of Needles with Oldfield second.

Phoenix racers photographed on the California desert. Barney Oldfield in Stutz No. 5 is shown in the lead and Bramle Cadillac No. 19 is behind him. Photographs taken by H. W. Tuttle, retail sales manager Howard Automobile coand rushed to Evening Herald in 1915 Buick.

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No. 2 in at T.T. out 1:03.

No. 19 into Sengman 1:54, out 1:59. A notable feature of today's racing has been the driving of Louis Chevrolet, the veteran road king, in Chevrolet No. 20. When Durant in the other Chevrolet enuy fell back at Kingman Chevrolet himself moved up and became a serious contender.

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The first stage of today's grind peross the desert was from Needles, the night control, to Kingman, the first checking station, a distance of 67 miles, part of which is over heavy grades. On these grades Olin Davis rept by Durant, in Chevrolet No. 2, Oblifield, in Stutz No 5, and Beaudet. in Paige No. 1.

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No. 15, in at 1:20:40, out 1:32:30. Of the road to let cars go by find No. 1 in 12:58 p. m., out 1:11:20: shot into Kingman just behind Oldof the road to let cars go by and Needles to fifth through carburetor trouble. Davis took water, gas and No. 21 in 12:48, out 12:48; did not cil and was on his way in five minutes. Benudet and Nikrent stopped only long enough to check in. Barney changed a tire and the gallant Chevrolet No. 2 had to remove a rear

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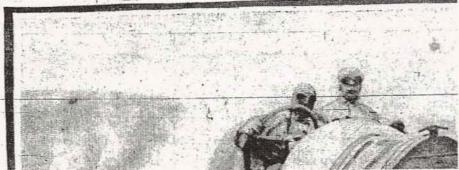
Louis Chevrolet in Chevrolet No. 20 reached Kingman at \$125 n. m.—
At \$132 Billy 'Carlean in Maxwell No. 7 shot in checked and was out again. The Maxwell is in stlendid shape. Twenty minutes after leaving Eingman Beaudet in Paice No. 1 returned and went to a shop with a broken radiator. At \$135 Chevrolet No. 2 started out again after losing a half hour to tighten spokes.—
At a quarter to nine the Maxwell press car took the road again.
At \$150 n. m. No. 15 was in and out without stopping.
The start from Needles between \$150 and 6 o'clock this morning was witnessed by practically the entire togination of the twen. Durant in Chevrelet car No. 2 was first awey, with chelikeld at his heels. Beaudet in least \$150 at and \$250 and \$250 and \$250 and \$350 and

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How Cars Got Away in the Angeles-Phoenix Race Today

Here is the way cars in the Los Angeles-Phoenix auto race g from the checking station at Needles at two-minute intervals between and 6 o'clock this morning:

Cars.	Drivers.	7
ar a not social at	Durant	19.50
No. 5—Stutz	"Oldfield	
No. 1—Paige	Beaudet	4.4
No A Simpley	Davis	
No. 8 Paige	Nikrent	
No 20 Cheurolet	Chevrolet	0.8/8
No 7 Maywell	Carlson	
No 21 Cole	Du Bois	0.404
Nr. 10 Cadillac	. Bramlette	E2908
Tara 17 State		
Desire v	H.IIIS	
) Mr. 10 Vincaid	Doownser.	
1 at 0 Mate	. VV ing	
No. 14.—Metz	Foulke	



STORM RAGES AS RACERS

DAGH FAR PRESCOT

Durant Out of Running: Chevrolet Moves Up and Becomes Contender

Turning into the stretch at Ash Fork, 58 miles from Prescott, where the second night control for the Phoenix race is located. Barney Oldfield in Stutz No. 5 led Nikrent in Paige No. 8 by 18 minutes 55 seconds actual time, and 12 minutes 55 seconds clapsed time for the day's racing.

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Davis, in Simplex No. 4, 1:06:55. The racers were driving at terrific speed in a rainstorm.

ALTERNATELY LEAD

Various drivers have alternated in the lead before the final stretch. Durant in Chevrolet, No. 2, had led but of Needles with Oldfield second.

At Kingman, the first control, it Ecandet in Page, No. 1. second: Durant in Chevrolet, No. 2, third; Nikrent in Paige, No. 8, fourth, and Oldfield in Stutz, No. 5, fifth.

At Seliginan Durant in Chevrolet, was practically eliminated when the spokes of a rear wheel became loose just beyond the town and Durant had to bring his car back to a repair shop.

OLDFIELD AT SELIGMAN

Oldfield fed into Seligman by 7 minutes and 30 seconds, with Davis second, and Nikrent in Paige, No. 8, third.

No. 5, Stutz, driven by Oldfield, arrived in Seligman at 11:48, took oil und loft at 11:50,

No. 4, Simplex, driven by O. Davis, arrived at 11:55:50, changed two wheels and left at 12:07.

No. 8, Paige, driven by Nikrent, ar-fixed at 11:58, changed two tires and went away at 12:05,

No. 20, Chevrolet, driven by Chev old, arrived at 12:14:30 and departd at 12:25:29. He changed three ot gasoline and water.

Phoenix racers photographed on the California desert. Barney Oldfield in Stutz No. 5 is shown in the lead and Bram Cadillac No. 19 is behind him. Photographs taken by H. W. Tuttle, retail sales manager Howard Automobile co and rushed to Evening Herald in 1915 Buick.

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No. 7 of 31 T.W. out 1:09.

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Davis made the 67 miles from Needles to the checking station at Kingman in 2 hours and 22 minutes. The official placing and time of arrival of the cars at Kingman was as follows: Davis, Simplex No. 4, 8:02 a. m.,

Davis, Simplex No. 4, 8:02 a. m., first; Beandet, Paige No. 1, 8:06 n. m., second; I Durant, Chevrolet No. 2, 8:06:10 at m., third; Kikrent, Paige N. 8, 8:08 a. m., fourth; Oldried, Stutz No. 5, 8:10 a. m., fifth.
Car No. 1 left Kingman at 8:09½.
No. 2 chinaged a wheel and left at 8:36. It was delayed haff an hour.
No. 4 left at 8:14.
No. 7 went by without stopping except to check at 8:32.
No. 8 left at 8:14.
No. 20 arrived at Kingman at 8:25

No. 8 left at 8:14.

No. 29 arrived at Kingman at 8:25 and left at 8:30%. No. 1 returned at 8:23 with a broken radiator and is in the shop now.

DAVIS PASSES

Ten miles out of Kingmon the Maxwell press car, which storted from Seedles at 4 o'clock, pulled, out of the road to let Olin Davis in Simples. No. 4 go by.

Four times the Maxwell pulled out

of the road to let cars go by and shot into Kingman just behind Oid-Needles to fifth through carburetor trouble. Davis took water, gas and No. 21 in 12:48, out 12:18; did not oil and was on his way in five minutes, Beaudet, and Nikrent stopped only long enough to check in. Parney changed a tire and the gallant Chevrolet No. 2 had to remove a rear

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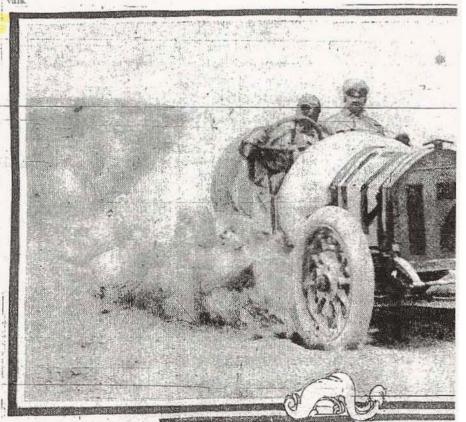
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The start from Needles between 5:50 and 6 o'clock this morning was witnessed by practically the entire-tenanties of the twan. Durant in Cherrolet car No. 2 was first away, with Oldfield at his heels. Beautlet in Paize No. 1 and Davis in Simplex No. 1 were the next to get away. The others followed at two-minute interstees. others followed at two-minute inter-

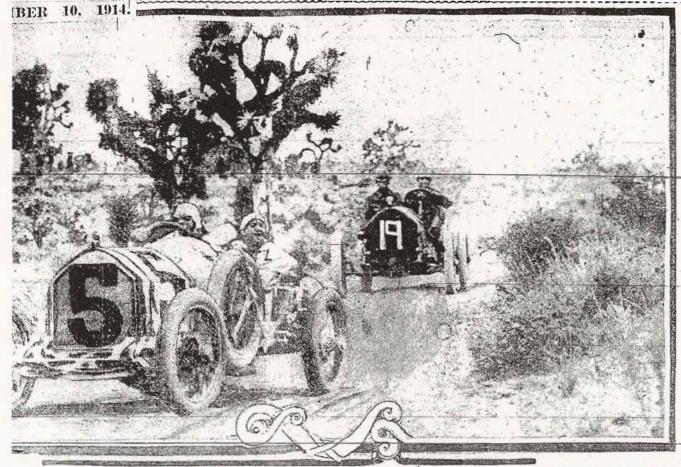
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	Cars.	Drivers.	
No.	2_Chevrolet	Durant	
No.	5—Stutz		
No.	1—Paige	Beaudet	
No.	4—Simplex	O. Davis	
No.	8-Paige	Nikrent	
No.	20-Chevrolet	Chevrolet	
No.	7-Maxwell	Carlson	
No.	21-Cole	Du Bois	
No.	19-Cadillac	Bramlette	
		Burns	
		Ellis	
		Greenwood	
		Wing	
No.	14.—Metz	Foulke	



Jack Burns, at wheel, with H. C. McMasters in Stutz No. 17, tearing up the sand in the by Evening Herald photographer



Phoenix racers photographed on the California desert. Barney Oldfield in Stutz No. 5 is shown in the lead and Bramlette in Cadillac No. 19 is behind him. Photographs taken by H. W. Tuttle, retail sales manager Howard Automobile company, and rushed to Evening Herald in 1915 Buick.

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						Departing		
		Cars.	1-1	Driver	S.	7	ime.	
	No	2_FChevrolet		Durant -			5:30	
	A.T.	E Chute		Oldfield			5:32	
	No.	1-Paige		Beaudet			3:34	
	Ma	4. Simplex		O. Davi	5		5:36	
	No .	8_Paige		Nikrent			3:35	
	No	20_Chevrolet		Chevrole			5:40	
	Mo	7-Maywell		Carlson			3:42	
+	Ma	21_Cole		Du Boi	S		5:44	
*	NTa	10 Cadillac		Brainiett	c		2.40	
	No.	17—Stutz		Burns .			5:48	
	No.	15—Buick		Ellis			5:50	
	No.	10-Kincaid .		Greenwo	od		5:52	
	No.	9—Metz		Wing .			5:54	
	No.	14.—Metz		Foulke			5:56	

