

IN W MOTOR SHOW, PHOENIX AND CORONA RACES

By Doroti
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Exhibit at the Shrine Auditorium Will Be Lengthened to Two Weeks So as to Include Full Line of Commercial Cars

Cooper Starts Over the Desert and Oldfield Will Arrive Next Week, While Pullen Will Be Here for Affair on Speedway

THESE are days of vigorous motor activities in Southern California. Extensive preparations are under way for a two weeks' automobile show at the Shrine Auditorium as the first big motor exhibit of America's season, the Phoenix road race and the \$11,000 speed event over the Corona circular boulevard.

The lengthening of the automobile show from one to two weeks was announced yesterday, the second period to be devoted to the commercial vehicles. This will make the dates October 17 to 30 and brings the closing of the show to Phoenix road race week.

That this year's Phoenix will be by far the fastest of the series of "desert classics" is indicated by the high-class list of cars and drivers that will start. Barney Oldfield is to drive the same Stutz with which he led the American van at Indianapolis, while Earl P. Cooper will be a teammate of the veteran in his famous "No. 8."

Cooper on the Desert
Cooper is making his debut in Phoenix racing, but it is certain that he is not going to be unprepared. Already he is out on the desert road, having started from here last week on his first training trip. Oldfield will arrive in Los Angeles next week after a big summer in the East. His car, Walter L. Brown announces, will arrive ahead of him this week and be put in shape at the Stutz quarters for a trial on the road as soon as Oldfield wishes. Oldfield wrote last week to George F. Settle and Jack Kipper that he was anxious to get back and begin his Phoenix preparations.

Oldfield and Cooper will be reinforced for the Corona Thanksgiving day event by Gil Anderson who will arrive soon after the Phoenix for the merry-go-round event.

Pullen to Drive
And about the same time Edwin Pullen, the Grand Prize winner, will be arriving out of the East to again handle Mercer "No. 4." This famous speed creation last week appeared on the floor of the Simplex and Mercer Pacific Coast Agency salesroom resplendent in a new coat of "Mercer red" with the wire wheels in contrasting white. George R. Bentel announced that the "Mercer red" had been adopted as the official colors for the Mercer racing team.

BARNEY ENTERS STUTZ IN GREAT RACING CLASSIC

Veteran Machine of Three Big Contests Named for Place in Dash to Phoenix

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BARNEY OLDFIELD'S FACING DEATH IN DASH OVER DESERT FRIDAY, NOVEMBER 13, 1914

Barney Oldfield, Left, and J. C. Kipper, Admirer, 'Master Driver' Medal Won in Phoenix Race



Photo by Evening Herald

One of Hardest Drives of Long Racing Career, Says Barney

Telling of the thrills - the narrow escapes from death in his wild, careening automobile as it sped over the Los Angeles-to-Phoenix course, Barney Oldfield, "master driver of the world," today returned to Los Angeles. The winner of the great desert classic has written the following for The Evening Herald on the race and its perils:

By BARNEY OLDFIELD

I feared I had lost the great race when victory was in sight. Once we were on our way again I drove at top speed. The big Stutz slipped off the end of a culvert and leaped high in the air aiming straight at a telegraph pole.

With the car in midair I twisted the steering wheel, and down she came on all fours like a cat. We missed the pole by a fraction of an inch.

It was one of the hardest drives of my racing career, but I do not make hard work of my racing. I never train physically for any race and practice less probably than most drivers, and I will admit that I was a little tired at the end of the first day's run of 300 miles at Needles. At Prescott, the second day, I felt fine and also at Phoenix.

I did not drive as hard as I could except at times when some-

three first place men in the race, came back with the "Howdy" party. Their victorious cars returned too on the special, and were quickly unloaded when the train reached the Arado station. With Oldfield in the Stutz in the lead, an impromptu parade was quickly organized which only opened the downtown streets for more than an hour, with occasional pauses for refreshments.

Barney's spirits were not dampened in the least by his misfortune with the Fiat Cyclone in the track races yesterday. It was victory in the Phoenix race he wanted and he is satisfied.

He has numberless track victories to his credit, but this was Barney's first victory in a first-class road race. "If there ever was a race run over more dangerous course than this"

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All indications now are that the 1914 Phoenix field will be the highest class in the history of the gruelling road event. Reports are heard about town of several very fast cars being converted into road race speedsters. Gossip on automobile row yesterday connected the name of Al G. Fankner and a Fiat, which is undergoing changes at the Flat headquarters.

Then there are mysterious activities in the Simplex and Mercer camp, and it is expected that George R. Bentele will have some interesting information to give out when he returns from the Eastern factories.

G. Purdy Bullard, attorney general of Arizona and commander-in-chief of the road race forces at Phoenix, was confident yesterday that new speed records would be set in the coming event.

"All indications are that there will be some exceedingly fast cars this year," he said yesterday, after a conference with Leon T. Shettler, chairman of the Western Automobile Association racing committee. "This adds interest to the speculation. By the race going northward there is no precedent on which to base comparisons, so every starter will figure to have a good chance."

"There is much interest in the road race throughout Arizona. In fact, the annual fall road races have come to be regarded as institutions. This year there will be a road race run from El Paso to Phoenix, the same as last year."

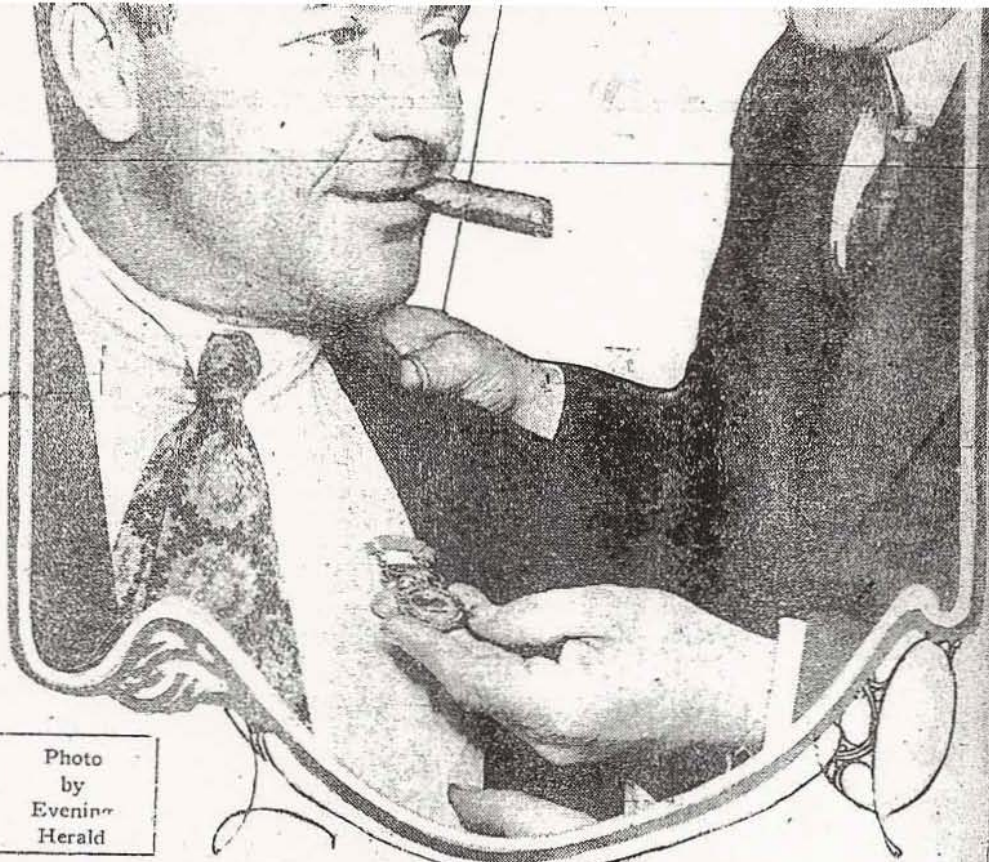


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By BARNEY OLDFIELD Winner of the Los Angeles-Phoenix Road Race

For genuine thrills, for hard driving, for the sensation of the old man with the scythe brushing so close to your face that you can feel it, I recommend the Phoenix race.

It is one of the most gruelling contests that man and motor have ever faced.

This will illustrate: Within ten miles of Phoenix, my radiator gave me trouble and I was delayed several minutes. They seemed like hours and I

OLDFIELD TELLS OF DASH ACROSS DESERT

L. A. WELCOMES HOME VICTORS OF PHOENIX RACE

(CONTINUED FROM PAGE ONE)

feared I had lost the great race when victory was in sight. Once we were on our way again I drove at top speed. The big Stutz slipped off the end of a culvert and leaped high in the air aiming straight at a telegraph pole.

With the car in midair I twisted the steering wheel, and down she came on all fours like a cat. We missed the pole by a fraction of an inch.

It was one of the hardest drives of my racing career, but I do not make hard work of my racing. I never train physically for any race and practice was probably more than most drivers, and I will admit that I was a little tired at the end of the first day's run of 200 miles at Needles. At Prescott, the second day, I felt fine and also at Phoenix.

I did not drive as hard as I could except at times when something would make me mad.

Thirty miles beyond Needles on the second day my Stutz got stuck on a steep and muddy hill through the little mining town of Gold Roads. The Stutz was geared for speed and not for pulling and as a consequence I had to be pushed up the hill and lost ten minutes. This made me sore and for the next fifty miles, with good roads ahead, I simply burned up the course and picked up all the cars that had roused me.

Out of Prescott, the third morning, I slipped off the muddy mountain road and had to have a little help getting back on the course. There were some spectators by the side of the road, and I remember one man, with a lady in his arms, helped push me out.

I'm not going to retire from racing just because I have the "Master Driver" medal. I may quit before long, but I'm not through with the game just yet.

Three first place men in the race came back with the "Howdy" party. Their victorious cars returned too on the special, and were quickly unloaded when the train reached the Arcade station. With Oldfield in the Stutz in the lead, the "Master Driver" medal pinned to his coat, Nikrent in Paige No. 8, Beaudet in Paige No. 1, and the famous "Howdy" band bringing up the rear, an impromptu parade was quickly organized which enlivened the downtown streets for more than an hour, with occasional pauses for refreshments.

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He has numberless track victories to his credit, but this was Barney's first victory in a first-class road race.

"If there ever was a race run over a more dangerous course than that which we tackled the last day out of Prescott, I never heard of it," said Barney. "I asked that I won? Well, who wouldn't be tickled to beat out such a field as I was up against. It was a great race, but say, how good those Pullman cushions did feel coming back last night."

Barney Oldfield's great victory in the Phoenix road race was given a fitting climax upon the return of the "Howdy" special to Los Angeles shortly after a o'clock today. Oldfield, Nikrent and Beaudet, the