

CHEVROLET PROMISES AN UPSET.

TRADITIONS OF RACE DEFIED.

NO EASTERN DRIVER EVER WON
PHOENIX RACE—CHEVROLET
SAYS HE WILL.

BY AD G. WADDELL.

Never has an eastern driver made a showing in the Los Angeles-to-Phoenix road race. The Cactus Derby has always been a westerner's race, won by westerners; but Louis Chevrolet defies traditions. The famous Frenchman says he will carry off the honors next week and win the title of "master driver of the world" with his Chevrolet racer.

Chevrolet returned yesterday from a trial run out on the course. Leaving Sunday morning, the Frenchman went as far as Needles. He encountered rain on the course, and returned to this city without going on to Phoenix. He believes that he knows the course as far as Needles, and will trust to luck on the rest of the desert trail, if it is impossible for him to get over the route again before the start.

ROADSTER BODY.

The car which Chevrolet is to drive is a stock model Chevrolet roadster. When he started out on the course, no especial preparation had been made for the run, and the car carried the roadster body which Chevrolet says

he will use in the contest. The fenders and runningboards are to be stripped off and the body lashed down, but otherwise there will be little done to the machine.

Barney Oldfield paid a compliment to his old-time rival yesterday when he said that Chevrolet could get more speed out of a car than any other man in the racing game, according to his way of thinking. Oldfield said that Chevrolet was a master of the mechanical art and that was alone enough to make him a dangerous contender in the Phoenix grind, even if he was not an expert desert driver and did not know the course as well as the westerners.

Billy Carlson, the pilot of the Maxwell "25," is due to arrive in this city today after a round trip over the course. Accompanied by his mechanic, Dominic Basso, Carlson made the run to Phoenix in a Maxwell "25" touring car in fast time, returning slowly for the purpose of studying road conditions and mapping the campaign of the desert highway.

UNDER THE WEATHER.

On the return journey, Carlson was deserted by Basso, who was taken ill and returned on the train. The mechanic claims that he will be in condition again before the start, and will be in the relief driver's seat when George Adair sends the Maxwell No. 7 away from the line Monday morning.

Carlson's car has arrived from the factory and will be prepared for the race during the next four days. After the machine is pronounced O.K., it

will be driven out through the Cajon Pass and over the desert to Victorville the day before the race. This will be the only test that the Maxwell "25" will get before the start.

Greenwood and Kincaid returned to this city yesterday after a strenuous session on the Cactus Derby track. The crew of the Kincaid special will devote the rest of the time before the race to the final adjustments and groomings of their machine.

The Kissel-Kar crew, Anderson and Yeager, returned from Phoenix Monday evening. They reported heavy rains in Northern Arizona, but said that the course will be better for the drenching if the weather continues to be fair.

George Hill has completed the final slicking down of the Stutz to be driven by Barney Oldfield. The car is just the same as when it appeared on the Indianapolis Speedway with the exception of an auxiliary water tank, a few extra straps and a tire rack on the side.

Barney is to drive on wire wheels, and only two extras are to be carted. One wheel is lashed to the side rack and the other is on the rear. No lights are carried on Barney's car. The veteran says that he will be into all the controls before dark unless he goes in the ditch, and, if he does flop some place along the route, all the lights in the world will not put him back in the running.

The three Metz racers arrived from the factory at Waltham, Mass., yesterday. The machines are regular Metz speedster models, painted in the colors of a United States battleship, especially equipped for the Cactus Derby according to the ideas of the eastern engineers.

WORKING OVERTIME.

The first thing that E. H. Metz, manager of the local branch, ordered when he saw the cars was a wrecking crew.

"Tear 'em down and build 'em up for the desert," was the command of young Metz. A squad of mechanics at once went to work preparing the cars for the Phoenix grind under the supervision of the drivers who had been over the course and knew the conditions.

The three Metz drivers and mechanics are boys out of the local Metz branch shops. They took three regular Metz machines and went out on the course. After making the run to Phoenix in twenty-seven hours, the fastest trial trip of any of the drivers, it was known just about what the car needed in the way of equipment for the Cactus Derby. On the return trip many experiments were made by Wing, Snow and Foulke, the three pilots. The cars used on the course are now being used as models for the after construction of the racers from the factory.

HIS LAST TRIP.

The mechanics are to work day and night on the machines in order to have them ready for a run to Victorville Sunday. The drivers are to be back in time to get a few hours' sleep before the race, while extra mechanics will work on the machines in case any work is necessary after the trip to Victorville.

Beaudet in the Paige No. 1 is due back from his last trip over the course tomorrow. The Frenchman will leave his car with his mechanic and go out on the course again in a touring car and return just in time for the start.

Bill Bramlette left yesterday in the Cadillac No. 19 for his last run over the desert roads. He intends to be back in the city Sunday evening, resting Sunday for the start early Monday morning. The Cadillac entered and driven by Bramlette is a 1913 model, which has already been driven more than 50,000 miles in desert work, and No. 19 will carry a Cadillac 50,000 Mile Club emblem in the race.