As the Panama-California Exposition approached reality for San Diego, it was thought that a big promotion was needed to attract people into town. First mention of a race appears in print on Nov. 17th, 1914. Rapidly, on Dec. 3 a committee of the Al Bahr ShrineBers officially decided to hold a road race under the auspices of the A.A.A. A.M. Young was designated the business manager of the event scheduled for Jan. 9th, 1915 over a 5.982 mile course on Point Loma. It was to be a 300 mile race (51 laps) on existing city streets. Racing was very popular at the time and the date fit in nicely with other scheduled races, which allowed for several factory sponsored teams to participate. Stutz, Duesenberg, Peugeot, Mercer and Maxwell were all represented. However, as later events proved, the 3 Peugeots were apparently privately owned and entered because the war in Europe was intruding. Peugeot sold the Goux and Boillot cars right after the Indianapolis race of 1914, so was not participating directly in American racing. Most of the drivers who were participating in the Corona race on Thanksgiving were expected to enter here. It helped, too, that the Vanderbilt Grand Prix was scheduled to be run soon after in San Francisco. Even so, from the newspaper reports at the time, there was considerable speculation over who would or would not enter the race.

Paid advertising for the race seems to have not been placed in the newspapers, but they certainly managed to generate a lot of print over that last month. Almost daily there were announcements and press releases about the progress of the race to generate interest. There were articles throughout the papers, from the front page to sports and business sections.

There was a precedent for the race because one had been held in 1913, and the course was established. That made preparations easier. In short order, a $2350 contract was let to Decker & Dryer for the construction of a 6000 seat grandstand, on the west side of Rosecrans St. between Dumas and Goldsmith, with the pits and officials’ boxes located on the opposite side of the street. The reporters were provided with the latest in telephone communications direct to trackside. Fencing & a bridge were included in the bid price, along with their removal after the event.

All of the streets were unpaved at the time, and the Point Loma Railroad (trolley) ran down one side of Rosecrans to Wabash (now Nimitz). Just before the start; the cars started in order of their assigned numbers.

<table>
<thead>
<tr>
<th>Place</th>
<th>Driver</th>
<th>Mechanician</th>
<th>Car</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Earl Cooper</td>
<td>R. Dutton</td>
<td>Stutz</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>William Carlson</td>
<td>Paul Franzen</td>
<td>Maxwell</td>
<td>17</td>
</tr>
<tr>
<td>3</td>
<td>Tom Alley</td>
<td>L. R. Shipley</td>
<td>Duesenberg</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Glover Ruckstell</td>
<td>John Jepsen</td>
<td>Mercer</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>William Taylor</td>
<td>B. Ghinda</td>
<td>Alco</td>
<td>20</td>
</tr>
<tr>
<td>6</td>
<td>Eddie O'Donnell/</td>
<td>Peter Henderson</td>
<td>Duesenberg</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>Jack Callaghan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Fred McCarthy</td>
<td>O. C. Linthwaite</td>
<td>Peugeot</td>
<td>9</td>
</tr>
<tr>
<td>8</td>
<td>Barney Oldfield</td>
<td>George Hill</td>
<td>Maxwell</td>
<td>14</td>
</tr>
<tr>
<td>9</td>
<td>Al Lambla</td>
<td>Ed Frowiss</td>
<td>Carling special</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>(A.T. Dickey)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Eddie Rickenbacher</td>
<td>M. T. Diebolt</td>
<td>Peugeot</td>
<td>7</td>
</tr>
<tr>
<td>11</td>
<td>L.B. Shields</td>
<td>Grover Young</td>
<td>Shields' special</td>
<td>18</td>
</tr>
<tr>
<td>12</td>
<td>Louis Nikrent</td>
<td>Kenneth Nikrent</td>
<td>Mercer</td>
<td>12</td>
</tr>
<tr>
<td>13</td>
<td>Jack Gable</td>
<td>W. H. Carleton</td>
<td>Talis special</td>
<td>3</td>
</tr>
<tr>
<td>14</td>
<td>A.A. Cadwell/</td>
<td>Jack Williams</td>
<td>Marmon</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Tony Jannette</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Bob Burman</td>
<td>Eric Schrader</td>
<td>Peugeot</td>
<td>6</td>
</tr>
<tr>
<td>16</td>
<td>Jack Callaghan</td>
<td>Louis LeCoeq</td>
<td>Duesenberg</td>
<td>10</td>
</tr>
<tr>
<td>17</td>
<td>Huntley Gordon</td>
<td>W. W. Gordon</td>
<td>Mercer</td>
<td>5</td>
</tr>
<tr>
<td>18</td>
<td>Art Klein</td>
<td>Fred Comer</td>
<td>King</td>
<td>15</td>
</tr>
<tr>
<td>dns</td>
<td>Harry Grant</td>
<td>Roszie Palliotti</td>
<td>Sunbeam</td>
<td>1</td>
</tr>
</tbody>
</table>
Hwy. and out to Ocean Beach and Wonderland. The roads were smoothed and banked to accommodate the racers, and the work was probably a welcome benefit to the local residents, as well.

Fred J. Wagner, who had just officiated at the Corona race, was hired for $400 to be the starter for this race. The race was under official A.A.A. sanction #786. It was to be for one event only; a class "D" non-stock free-for-all race. Prize money was posted for a total of $10,000; $5000 for 1st, $2500 for 2nd, $1250 for 3rd, $750 for 4th, & $500 for 5th place. The entry fee was $150. Also, a $2500 prize was offered by the Al Bahr Temple for a new world’s speed record over the 300 miles. That was a pretty safe bet, because the hilly course in Point Loma did not compare to other flat tracks, such as Corona. Despite the fact that many of the world’s best cars and drivers were entered, no one really expected to see a world record speed. The Horseless Age said, “[the race] was disappointing to no one, except possibly those who came to see serious smashups.” There were a few casualties, but nothing serious. The promoters had a number of fully staffed field hospitals and ambulances placed around the course in the event of a serious mishap, which was expected and very common for the racers in those days. They were located to enable recovery and transport without having to cross the race course.

For security, 250 Marines from Camp Howard were detailed to keep the course clear. Al Bahr Shriners sponsored the race and provided members to patrol and sell tickets.

The course was also rigged with an intricate telephone communication system so that the officials could be apprised of any events immediately. This was an innovation that was important to a course that covered almost six miles.

The layout of the course placed the start in front of the grandstand on Roosevelt St. at Elliot St. heading north. Today, Elliot street is now spelled with two “t’s.” The first turn was at Lytton St., called the country club turn because the into Chatsworth Blvd. With a Point Loma Golf Club was sweeping curve and then over the located nearby and Rose-hill and down across the trolley crans ended abruptly at crossing at Wabash and back up
the hill to the crest of Point Loma, onto Catalina Blvd. with an angled left turn. A straight run out the Point to Talbot St., which was called the Theosophical turn due to its proximity to Madam Tingley’s Theosophical Institute at Lomaland (and not much else was in the neighborhood back then). This was a double turn because the route immediately turned again to Cañon St., making for a very sharp hairpin turn for those running at high speed. The run was then downhill with an “S” curve through the canyon to the Roseville turn onto Rosecrans St. (which was also very sharp) for a long 2-mile straightaway where the cars really could put on the speed, completing the lap back to Elliot St. and the grandstand and pit area.

19 cars were entered, and all but one made it to the start:

Harry Grant in the #1 Sunbeam was pulled from the race at the last minute by the car’s owner. Newspaper articles at the time said it was because the car had suffered a cracked frame during practice that was only discovered that morning and was scratched.

#2 was a Duesenberg driven by Tom Alley.

#3, the Tahis Special driven by Jack Gable with a special chassis intended for the Elgin races.

#4, a Mercer driven by Guy Ruckstell.

#5, a Mercer campaigned by driver Gordon Huntley as the Gordon Special.

#6, a Peugeot driven by Bob Burman. This was the fast Peugeot driven by Goux at Indianapolis in 1914, (but he was plagued with tire troubles.)

#7, another Peugeot driven by Eddie Rickenbacher. This was most probably the Boillot Peugeot from Indianapolis.

#8, the lone Stutz driven by Earl Cooper, which won the race.

#9, a third Peugeot driven by Fred McCarthy.

#10, a Duesenberg driven by Jack Callaghan.

#11, a Marmon, driven by A.A. Cadwell, a driver from L.A.

#12, a Mercer driven by Louis Nikrent.

#14, a Maxwell driven by Barney Oldfield.

#15, a King driven by Arthur Klein

#16, a Schacht entered as the Carling Special, driven by Al Lamb and reported to be the race car Hal Shaine was driving when he was killed in the Playa del Rey motorrome in 1912.

#17, A Maxwell driven by Billy Carlson, who finished second and drove non-stop the entire race.

#18, a 1910 National entered as the Shields’ Special and driven by L. B. Shields of San Diego.

#19, another Duesenberg, driven by Eddie O’Donnell.

#20, an Alco driven by Billy Taylor.

The race was to start at 11:00 with two cars at a time leaving at 30 second intervals from the start/finish line at Elliot St. Timing was...
supposed to have been done by six young ladies trained on the new electrical timing equipment (it was reported that many young men were vying for the training jobs), but something went awry, they didn't appear on time, and several well known racing fans were pressed into service at the last minute, including famous aviator Glenn Martin. (Did the young men run off with the ladies?) Perhaps they were just delayed in the traffic jam, as nothing was ever said about it later.

Separate score sheets were used for each car, ensuring the accuracy of the results.

Since the #1 car was pulled at the last minute, the #2 car driven by Tom Alley started alone as the first send-off. Of interest to note, the cars were started in order of their racing numbers, and the numbers for this race were assigned to avoid as much repainting as possible. Apparently, this was a common practice at the time, and numbers were not assigned to specific cars for a season. So, many of the cars wore numbers from their previous races. (This can be deceiving, however, when trying to ascertain which actual car participated with a specific driver at any given race.) Because of the timed start, there was no particular advantage to a pole position. However, Tom Alley in car #2 was credited for leading the first part of the race because he was the first one to start and had 30 seconds on the next two cars. This was confusing to spectators, as the first car around was not necessarily the one in the lead based on elapsed time. The order of cars completing the first lap was thus: 2, 4, 3, 6, 7, 8, 9, 12, 11, 14, 17, 19, 18, 16, & 20. The #5 Gordon Special, the #10 Duesenberg, and the #15 King didn't make it past the first lap to be counted.

This was a grueling race that ultimately saw only 6 cars running at the end. As was expected, the grades and turns of the course were challenging for both driver and car.

The first casualty was suffered immediately upon the start, when Art Klein, driving the #15 King, popped the clutch, twisting off the pinion shaft, which locked up the entire rear end, leaving it frozen on the starting line. All the officials could not push it forward an inch. With time critical for the next 2 cars to be sent off (with 5 minute laps possible, there was only about 30 seconds after the last car would start before the first cars would arrive, completing their first lap), the starter called for the next cars to roll up astride the disabled King and they were dispatched from that position. After everyone was off, the officials managed to roll the King backward off the track before those first cars bore down on them, and it was retired.

That first lap was disastrous. Gordon's #5 Special, a Mercer, struck the railroad crossing on the backstretch (presumably at the Wabash crossing), blowing 3 tires and hit the curb, barely missing a car full of spectators and destroying his radiator. Gordon was unhurt.

Then, a minute later, Callaghan, driving #10 Duesenberg, lost control at the Theosophical Institute corner (Talbot St.), skidding into a telephone pole head-on. His was the only real injury of the day, losing 2 front teeth from taking a big bite out of the steering wheel in the crash. His mechanician was badly bruised, but nothing broken. It did not seem to affect Callaghan much, as he later took over team mate O'Donnell's #19 Duesenberg (Duesenberg had a team of 3 cars) to finish the race.

Barney Oldfield had a minor mishap on the first lap, too. He roared down the canyon to the Roseville turn with too much speed and missed the turn. He slammed the brakes and reversed the car back up onto the course to continue, dropping 2 minutes in the process. He must have been really moving! Bob Burman also misjudged the turn and did a wide sweep over the curb and through the weeds and back onto the course, just missing Eddie Rickenbacher and the #7 Peugeot at the Roseville turn.
a house 25 yards from the corner.

After that 1st lap, the drivers seemed to get the feel of the course. Bob Burman, in the #6 Peugeot, who was one of the favorites along with Oldfield and Cooper, only made it to the 7th lap, retiring with a broken connecting rod.

Cadwell, driving #11 Marmon, sprained his wrist bouncing over the railroad tracks (probably the same place that Gordon crashed) and was relieved by Tony Jannette. Jannette managed only one more lap before having to retire because of a cracked cylinder in the Marmon.

The #12 Mercer of Louis Nikrent suffered a broken fuel line due to a flying rock in the 14th lap.

Les Shields in the #18 Shields Special (a 1910 National) managed 22 laps before ignition trouble stopped him. From the start, Tom Alley, in the #2 Duesenberg, kept in front, with Rickenbacher and Burman hot on his tail. Rickenbacher and the #7 Peugeot took over the physical lead in the 19th lap and held it for 4 more until he, too, suffered a broken connecting rod on the 23rd lap. Rickenbacher drew considerable interest because he was described as having a Robinson chassis (Fred Robinson was the owner/builder) with a Wisconsin engine. It was specially designed for the Elgin races. It was running in 4th place when a broken wrist pin stopped it on Cañon St. in the 11th lap.

The #10 Mercier of Louis Nikrent suffered a broken fuel line due to a flying rock in the 14th lap.

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Looking down Rosecrans from the foot bridge overpass constructed at about Goldsmith for the race. The grandstand was 3 blocks long, with the pit area and the officials and press facilities on the left. Note the trolley tracks along the east side.
wearing a patented telephone device enabling him to converse with his riding mechanic over the noise of the race car. It combined a helmet (the early racing leather type) with goggles, face mask & speaking tube.

The #16 Carling special (A Schact) burned out a connecting rod bearing while running far back in 9th place on lap 25. It was actually driven by Al Lambla, who is listed as the mechanic in most references. A.T. Dickey, who was scheduled to drive the car, pulled out at the last minute because, “his aging mother was frantic with worry over the danger.” (Credit media hype for that one. The headlines for the past two weeks had all been about the “death-defying stunts” of the racers.) Ed Frowiss moved in as mechanic for Lambla. Carling, Dickey, Lambla, and Frowiss were apparently local friends and neighbors.

Barney Oldfield, behind the wheel of Maxwell #14, gamely kept in the race until lap 37, when the car caught fire. Everyone ran out with buckets of water, dousing the fire and got him going again, but Barney was done for. He had been suffering ignition trouble and twice changed out the spark plugs, losing much time in the process. In addition to Barney’s trouble at the Roseville turn on his first lap, others also had trouble at this corner, 4 cars retiring there. Despite seemingly adequate practice, some of the drivers must have been on an adrenaline high, considering all the early incidents. The retirements at Roseville were all mechanical problems, despite Burman and Oldfield’s off-course excursions.

McCarthy in the #9 Peugeot was in 5th place on lap 41 when he suffered a broken connecting rod on the Roseville turn at the beginning of the Rosecrans straightaway. About the same time, O’Donnell’s #19 Duesenberg burnt out a coil on Cañon, just up the course from the Roseville turn. Presumably because of the telephone network on the course, the Duesenberg pits were immediately aware of the problem. Callaghan ran from the pits (a very long run) with a replacement coil and relieved O’Donnell as driver, resuming the chase after some quick repairs. On first review, it would appear that O’Donnell was being relieved involuntarily, but the rules required that only the driver and mechanic could make repairs while on the course. Obviously to save time, Callaghan, who was already retired and back in the pits, was sent out with the replacement coil. By taking over as driver, his actions were legal. Amazingly, #19 was only about ten minutes behind the fifth place car (the somewhat aging #20 Alco) after all this.

After Rickenbacher had retired at lap 23, Earl Cooper took over the lead in the #8 Stutz and held it to the finish, averaging 65.333 mph.

William Carlson (a San Diegan & local favorite) in the #17 Maxwell, was 2nd, averaging 64.961 mph. He accomplished the feat without any pit stops, and was within 52 seconds of Cooper at one point.

Tom Alley, who had managed to stay out in front with the #2 Duesenberg for the first 18 laps, finished 3rd at 62.704 mph.

Maintaining a steady pace and low profile, Glover Ruckstell in the #4 Mercer, finished 4th at 57.568 mph.

Likewise, William Taylor uneventfully drove the outdated #20 Alco...
to a 5th place finish at 53.938 mph.

Still gamely running at the end, Callaghan (substituting for O'Donnell in #19) was flagged down out of the money on his 49th lap.

Because of the staggered start, the reports of who was leading at various times were conflicting. The actual race results were based on elapsed time, but many contemporary reports were based on who appeared first, which gave Tom Alley in car #2 a big advantage, PR wise.

That was the big race as it ran, and it is memorable not only for racing history, but to San Diego's long illustrious history as well. It wasn't just the race that brought thrills to San Diegans, however. The practice sessions provided a lot of free entertainment and was the talk of the town. There were some spectacular mishaps and some heavy competition as rival teams took measure of each other's cars and planned their race strategy.

It was estimated that over 50,000 spectators turned out for the race. From pictures, it was apparent that the grandstand was much less than full, but frugal spectators scrambled all over the hills and porches overlooking the course. It was reported that people were starting out as early as 1:00, for whatever reason. The Shriners, detailed with selling tickets, were chasing people through fields and wherever they could catch them, which actually helped keep the official entrance from being too backed up. With so many people in attendance, it was reported that most downtown businesses shut down so employees (and employers) could enjoy the spectacle. There probably weren't many customers around anyway. (My grandmother's diary indicated that she and her mother went by Holzwasser's for a pair of gloves before riding the trolley out to the race, which would indicate that some of the stores were open, hoping for business.)

As a benefit to the Exposition, it turned out to be a bust that day, because everyone went to the race and passed over Balboa Park, which only saw 6112 paid admissions. Still, it attracted a big crowd into town, many of whom later visited the Exposition. In the long run, it certainly helped the Exposition and made it the great success it was to become.

Racing was a dangerous business in those days. The Point Loma race, although marred by a large number of casualties, was unusual in that no serious injuries resulted. Of the participants in this race, however, many did not live to see another year. Jack Callaghan would succumb to injuries from a gruesome crash at Ascot in Los Angeles only a month later.

San Diego native, Billy Carlson would be killed at a race in Tacoma on July 4th, while driving for Mercer. His mechanician, Paul Franzen was also killed. The Mercer team was disbanded after that accident and the cars sold, bring-
ing an end to Mercer’s factory racing efforts.

Harry Grant, whose Sunbeam racer #1 was pulled from the race at the last minute, died while practicing for the Ascot cup at Sheephead Bay in October. His mechanic for the Point Loma race, Roxie Pallotti, also died in a later accident there in May of 1916.

“Wild Bob” Burman died in an accident at Corona in April, of 1916.

These were the men that dared to go fast and were enamored of the motor car as it was developing.

In the aftermath of the race, a number of interesting things come to light.

Because of his engine casualty, Bob Burman was instrumental in the development of the Miller and Offenhauser race car engines. Apparently, Burman was running the Peugeot privately, or at least with minimal factory support. Burman couldn’t get a replacement engine or parts from France because of the war. One could imagine that the necessary racing engine parts were scarce to begin with. Also, since the AAA contest board was reducing the displacement rule to 300 cu. in., he was in a quandary. He took the car to Harry Miller’s shop in Los Angeles. Reportedly, he paid $4000 (probably more than he paid for the car to begin with) for a rebuild to meet the new displacement rule. A new engine was created from a few parts of the Peugeot engine in collaboration with Miller and Fred Offenhauser, Miller’s machinist, both well-known names in racing now. This engine was the first to use Miller’s “Alloyanum” lightweight pistons. Miller was using the alloy to make carburetor bodies, and coincidentally, most of the Point Loma race cars used Miller’s Marvel carburetor. The success of this engine generated a lot of interest and was the start of Miller’s and Offenhauser’s racing engine reputations. Burman had Miller working on another engine, but unfortunately, Burman was killed before he could see the new engine project completed successfully.

Many mechanicians were also drivers, as can be seen by the roster of results from the racing circuits. Many found other pursuits and went on to other endeavors, like Harry Miller, if they survived the racing circuit.

Glover Ruckstell, driver of the #4 Mercer, is another example. He is better known as a mechanical and aeronautical engineer. He went to work in the Mercer factory, segued into racing and then became the Mercer team manager. He entered the Army Air Force as a Captain during the war (WWI) and afterwards joined Hall-Scott as head of their aeronautical engine division. He arranged to take over the patents and production of the Perfecto 2-speed rear axle. He is well known among Model T fans as the designer of the Ruckstell 2-speed rear axle conversion, which was actually a development of the Perfecto. His development of the Perfecto resulted in improved performance and reliability at half the price. Even Henry Ford approved, and it was offered through the Ford dealer network.

Eddie Rickenbacher had an interesting history. His early racing career was assisted by the title “baron,” which the newspapers seemed to enjoy exploiting. However, he was American born and eventually dropped the hype. In preparation for the 1914 Vanderbilt...
cup in Santa Monica, Mack Sennett was campaigning a Fiat which crashed. Sennett replaced the Fiat with a Mason. In true Hollywood fashion, there were some embellished press releases. “A young Prussian nobleman who had fallen victim to the deadly Bacillus Motorus. Crazed by a lust for speed, he had absconded from the Vienna Military Institute in a stolen Mercedes. Expelled from the institute and disinherited by his father, he went to America to enter the AAA tour”. Augie Duesenberg was Rickenberg’s mechanician for that race, and his Duesenberg connection continued.

He became even better known when he enlisted in WWI and became an aviator and a national hero. He had to work hard to become a pilot, as his commanding officer thought him to be one of the best aviation mechanics and didn’t want to lose his services as such. He doggedly pursued his want to fly, and probably had some help from his racing world connections. He was ultimately awarded the Medal of Honor for his aviation daring and exited the military as a Major, although he preferred to use the rank of Captain as he felt it was an earned rank. After the war, he bought the Indianapolis Motor Speedway and operated it until WWII. He went on to distinguish himself in civilian service during WWII and also organized Eastern Airlines, which he ultimately bought out.

There were hopes that the race would be repeated in following years, but this was not to be. Judging by the advertisements for Point Loma real estate in the local papers, things were beginning to boom and it probably became too populated to be feasible. But it certainly put San Diego on the map in 1915! The Shriners didn’t appear to make much profit on the undertaking, but they felt it was worth the effort to promote San Diego and the Exposition. As the first big event of the Exposition, it garnered headlines across the country.
Straightaway up Rosecrans

Barney Oldfield’s #14, which suffered ignition troubles all day.

Rosecrans straightaway
1915 Exposition Race Route
Driving Instructions

<table>
<thead>
<tr>
<th>MILES</th>
<th>INSTRUCTION</th>
<th>FOR</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>Depart Show site down past the SD Automotive Museum and around the parking lot northward and then out of Balboa Park and across the Cabrillo Bridge</td>
<td>0.9 mi</td>
<td>The route to the race from downtown was indicated to go out India St.2 blocks east of Pacific Hwy.</td>
</tr>
<tr>
<td>0.9</td>
<td>Turn LEFT (South) onto 6th Ave</td>
<td>0.8 mi</td>
<td>Pacific Hwy was named Atlantic in 1915.</td>
</tr>
<tr>
<td>1.7</td>
<td>Turn RIGHT (West) onto Ash St</td>
<td>0.7 mi</td>
<td></td>
</tr>
<tr>
<td>2.4</td>
<td>Turn RIGHT (North) onto Pacific Hwy</td>
<td>1.4 mi</td>
<td></td>
</tr>
<tr>
<td>3.8</td>
<td>Keep on Pacific Highway and safely merge LEFT after bridge because the exit is on the left.</td>
<td>0.9 mi</td>
<td>Barnett Ave was called Tide St in 1915 and it traversed Dutch Flats at approximately the tide line.</td>
</tr>
<tr>
<td>4.6</td>
<td>Exit LEFT to Barnett Ave.</td>
<td>0.2 mi</td>
<td>Tide went from about where Washington St. is today to Lytton where it turned and ran parallel to Rosecrans.</td>
</tr>
<tr>
<td>4.8</td>
<td>Keep STRAIGHT onto Barnett Ave</td>
<td>0.7 mi</td>
<td>Tide was the third street down from Rosecrans; Scott was the first, Shafter was second and then Tide, which ended at Alcott, where San Diego Bay got in the way. The extensions of Scott and Shafter still exist over by Shelter Island. More than half of what is now Liberty Station is on fill because the bay ran right up to Rosecrans and the trolley ran on elevated tracks to bridge the low areas. The golf course here is what remains of the Point Loma Golf Club. Parking for the race was along Tide St. below the pit area. The portion of NTC above Tide was drafted with streets, but the golf course occupied it.</td>
</tr>
<tr>
<td>5.6</td>
<td>Turn LEFT into Liberty Station through old NTC Gateway at signal where Barnett veers right into Lytton St</td>
<td>0.2 mi</td>
<td></td>
</tr>
<tr>
<td>5.8</td>
<td>Road bears right past the golf course. Regather in parking lot off the road to the right. WAIT to regroup.</td>
<td>0.2 mi</td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td>Turn RIGHT on Roosevelt</td>
<td>0.1 mi</td>
<td></td>
</tr>
</tbody>
</table>
6.1 Turn **RIGHT** on Rosecrans at the signal. 0.4 mi
Look for the flagman at the original race starting line.

The beginning of the grandstand and pits were at Dumas St. The Start/Finish line was at Elliot St. (It is now spelled Elliott.) The grandstand was on the left and went 3 blocks to Goldsmith where a pedestrian bridge was constructed. The house on the north side of Goldsmith appears to have been existing at the time of the race. The pits and officials’ booths were on the right across the trolley tracks. Rosecrans was much narrower then, and the tracks were actually located about where the median is now.

6.5 Turn **LEFT** at Lytton St. 0.2 mi

Rosecrans dead-ended here and where it continues today was part of the golf course. This was the clubhouse turn, so-named because the Point Loma Golf Club House was located here one block north on Locust St. It no longer exists.

6.7 Veer **LEFT** as Lytton becomes Chatsworth Blvd. 1.2 mi

Several houses along the west side of the street existed at the time.
7.9 Continue on Chatsworth across Nimitz and continue up the hill.

Note the trolley idled at the Chatsworth stop for the duration of the race. Also notice the view of Mission Bay. This was taken about mid-race, when Carlson (#17) was actually a lap behind Cooper (#8).

8.7 Turn **LEFT** (South) onto Catalina Blvd 0.6 mi

This is Barney Oldfield in Maxwell #14 cresting the hill, roughly across from Dana Jr. High. Mission Bay is seen behind the car and the spectators.

9.3 Turn **LEFT** (East) onto Talbot St 0.1 mi

This was the Theosophical Turn, taken from the Theosophical Institute of Madam Tingley located southwest of this intersection. The Point Loma Nazarene College campus is on that site.

This is Barney again at the Theosophical corner where Jack Callaghan crashed his Duesenberg on the first lap.

Nimitz was known as Wabash until the 60's, and the Point Loma Rail Road line (trolley) was routed to Ocean Beach along Wabash. These were the railroad tracks that caused several incidents when the cars sped over them.
Miles Instruction for Notes

9.4 Turn LEFT (North-East) onto Canon St 1.1 mi
At high speed, you can see what this double turn could be in those days. Once on Canon St., there was an "S" turn where the road jogged right and left as it wound down into the canyon. The "S" has been straightened out since then.

10.5 Turn LEFT onto Rosecrans St 1.6 mi
This was the infamous Roseville Turn where many of the racers fell victim to various mechanical problems. There were no crashes, but several near-misses.

12.1 Continue all the way down Rosecrans to Elliott where the course will be completed and you will be waved in at the checkered flag.

12.4 Continue up Rosecrans and Turn RIGHT 0.2 mi down Lytton St
If you'd like, you can make another loop of the course, otherwise, return to Balboa Park. (The race was for 51 laps and at 65 mph, Cooper took 4 hrs, 40 mins & 10.8 seconds to complete the race.)
### Miles Instruction

<table>
<thead>
<tr>
<th>Miles</th>
<th>Instruction</th>
<th>For</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>12.6</td>
<td>Turn <strong>RIGHT</strong> back into Liberty Station through the NTC gates</td>
<td>0.4 mi</td>
<td></td>
</tr>
<tr>
<td>13.0</td>
<td>Turn <strong>LEFT</strong> on Dewey</td>
<td>0.1 mi</td>
<td></td>
</tr>
<tr>
<td>13.1</td>
<td>Turn <strong>Right</strong> on Decatur</td>
<td>0.9 mi</td>
<td></td>
</tr>
<tr>
<td>14.0</td>
<td>Turn <strong>LEFT</strong> on Laning Rd.</td>
<td>0.2 mi</td>
<td></td>
</tr>
<tr>
<td>14.2</td>
<td>Turn <strong>LEFT</strong> on Harbor Drive</td>
<td>0.5 mi</td>
<td></td>
</tr>
</tbody>
</table>
| 14.7  | Continue over the bridge. | 2.1 mi | The USS Neversail is on the left. It was used as a land-based classroom for recruits at NTC, and is one of the iconic navy landmarks in San Diego. The reconstruction of the San Salvador (Cabrillo’s flagship when he explored California) is on the right as you come off the bridge.  
| 14.7  | **Go past the airport and keep to the RIGHT along the Embarcadero** | 3.0 mi | The Star of India and other vessels of the San Diego Maritime Museum are moored along the waterfront here.  
| 17.7  | Turn **LEFT** at Broadway | 1.0 mi |  
| 18.7  | Turn **LEFT** at 11th Ave | 0.2 mi |  
| 18.9  | Turn **RIGHT** at A St | 1 blk |  
| 18.9  | Turn **LEFT** (North) onto Park Blvd [12th Ave] | 0.5 mi |  
| 19.4  | Turn **LEFT** (West) onto Presidents Way | 0.5 mi |  
| 19.9  | Turn **LEFT** (South-West) onto Pan American Plaza | 0.2 mi |  
| 20.1  | Arrive San Diego Automotive Museum |  | Park your car in its display area and enjoy the rest of the day! |

Driving distance: 20.1 miles

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**The Cars of the 1915 San Diego Exposition Road Race**

The photos on the following pages are of the cars that participated in the race in order of their hood number, which was also their starting position. Most of the photos are from the Point Loma race, but some have proven elusive and are represented as best as possible. The locally entered cars, #s 16 & 18, have eluded us completely, other than one starting grid photo where there are obscured by engine smoke. This research project is ongoing, and we would be delighted if any new photos can be found.
#1 Sunbeam
Grant

#2 Duesenberg
Tom Alley

#3 Tahis Special  Gable
(#21 from the Elgin road race)

#4 Mercer  Ruckstell
(note footbridge at end of grandstand)

#5 Gordon Special (Mercer)
Huntley Gordon

#6 Peugeot
Bob Burman
#8 Stutz
Earl Cooper

#7 Peugeot
Rickenbacher

#10 Duesenberg
Callaghan
(right; blow up of starting grid for #10)

#9 Peugeot
McCarthy

#11 Marmon
Cadwell

#12 Mercer
Nikrent
#16 Carling Spcl (Schacht)
Dickey/Lambla/Frowiss
(Car shown is from 1914 Indy)

#14 Maxwell
Oldfield

#15 King
Art Klein
(The King at Indianapolis—it was without the shroud at San Diego.)

#18 Shields Special
L.B. Shields
(This is Harvey Herrick’s National, which was a twin to Shields’ special)

#17 Maxwell
Carlson
(#25 is same car at another venue)

#19 Duesenberg
O’Donnell
(#10 is the car with wire wheels that O’Donnell drove at Point Loma.)

1915 Ono
Originally entered, but dropped because chain size needed was unavailable.

#20 Alco  Billy Taylor
Left photo from Tacoma 1914)