

Review of Cooper's San Diego Victory

The Stutz Driver Averaged 65.3 M. P. H.—Good Showing For Hard Course—Carlson's Maxwell Established a New Non-Stop Record—Six of 18 Starters Running at Finish

By Hal G. Hall.

Earl Cooper "came back" and started the racing year by winning the San Diego Exposition Road Race on the Point Loma Course on January 9th in the slowest time that he has to his credit in his racing career. Cooper, in a Stutz car, covered the 305.082 miles on the 5.982 mile Point Loma course in 4:40:104/5, or at an average of 65.3 miles an hour, while Carlson, in a Maxwell, pressed him within two minutes with the average of 64.8 miles. Tom Alley, in a Duesenberg, was third in 4:51:55.6; Ruckstall's Mercer was fourth in 5:17:58, and an Alco, with Taylor up, was fifth in 5:39:22.

Though the winning time averaged about twenty miles an hour less than that shown at the recent Corona speed carnival, the driving on the Point Loma course was no less remarkable, considering the difficulties of the course, which was surfaced with carefully smoothed decomposed granite. But at best it was only a good dirt course, not to be compared with the Santa Monica and Corona circuits last year.

On the curves the track soon became cut by the skidding cars. Some drivers went out because of these dangerous curves, while the others were obliged to cut down their speed. Worst of all for speed work was the frequent combination of heavy grades and sharp curves. With the exception of a two-mile stretch, parallel to San Diego Harbor, the entire Point Loma course strikingly reminds one of the intricate curves, loops and inclines of a roller coaster such as is to be seen at any amusement resort. While very spectacular, the climbs and dips over the hills did not permit of record making speed.

Record Breaking Not Expected.

Although the Al' Bahr Temple of Shriners, under whose auspices the race was run, offered a \$2,500 prize for a new

POINT LOMA RACE SUMMARY				
Pos.	Car	Driver	Time	M.P.H.
1	Stutz	Cooper	4:40:10.8	65.3
2	Maxwell	Carlson	4:41:47	64.9
3	Duesenberg	Alley	4:51:55.6	62.7
4	Mercer	Ruckstall	5:17:58	57.6
5	Alco	Taylor	5:39:22	54.1

Flagged—Duesenberg, O'Donnell, running on 49th lap.

Eliminations.		
Car	Driver	Cause
King	Kline	Broken Differential
Gordon Spl.	Gordon	Wrecked
Duesenberg	Callaghan	Wrecked
Peugeot	Burman	Broken Connecting Rod
Marmion	Cadwell	Engine Trouble
Talis	Gable	Broken Connecting Rod
Mercer	Nikrent	Leaking Gas. Line
Peugeot	Rickenbacher	Broken Connecting Rod
Shields Spl.	Shields	Engine Trouble
Carling Spl.	Carling	Burned Out Bearing
Maxwell	Oldfield	Engine Trouble
Peugeot	McCarthy	Broken Connecting Rod

who has seen both courses, it is more readily conceivable that a 100-mile-an-hour average could be maintained for 300 miles on the Corona 2.7 mile course than a 75-mile average on the Point Loma 6-mile course.

However, as neither drivers nor spectators expected new records to be made, the San Diego Exposition Road Race was disappointing to no one, except possibly those who came to see serious smashups. The worst injury received in the race was to Jack Callaghan, driver of Duesenberg No. 10, when his car skidded into a telegraph pole. Callaghan knocked out two front teeth against his steering wheel. Five ambulances were stationed about the course but not one was needed. There were no injuries to spectators and, fortunately, no serious injuries to drivers, although there were several narrow escapes.

Only 25,000 Spectators.

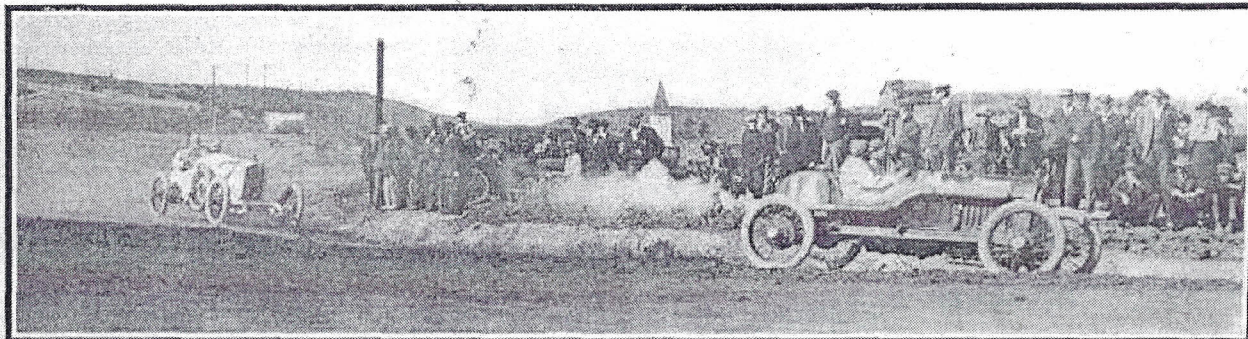
Special trains carried race fans from Los Angeles, Imperial Valley and other Southern California points to San Diego, in addition to those who went to the race by automobile, but altogether the attendance did not exceed 25,000. Most of the spectators preferred to watch the race from hills and other vantage points about the course instead of sitting in the spacious grandstand at the pits on the 2-mile straightaway stretch. Anticipating this, the course was policed by 250 marines and several police from the San Diego force. Under the management of A. M. Young, of Santa Monica and Corona Road race fame, all details were carefully anticipated, and everything proceeded without a hitch.

The cars were timed electrically and the timers were in charge of C. H. Warner. Scorers, with assistants and checkers, kept tab on the laps of different drivers by means of adding machines and



AT SAN DIEGO EARL COOPER SMILES AT VICTORY JUST AS HE SMILED AT DEFEAT AT CORONA.

300-mile road race record, no one believed it even remotely possible that this bonus could be won. This in spite of the fact that many of the world's best drivers and cars were entered. To one

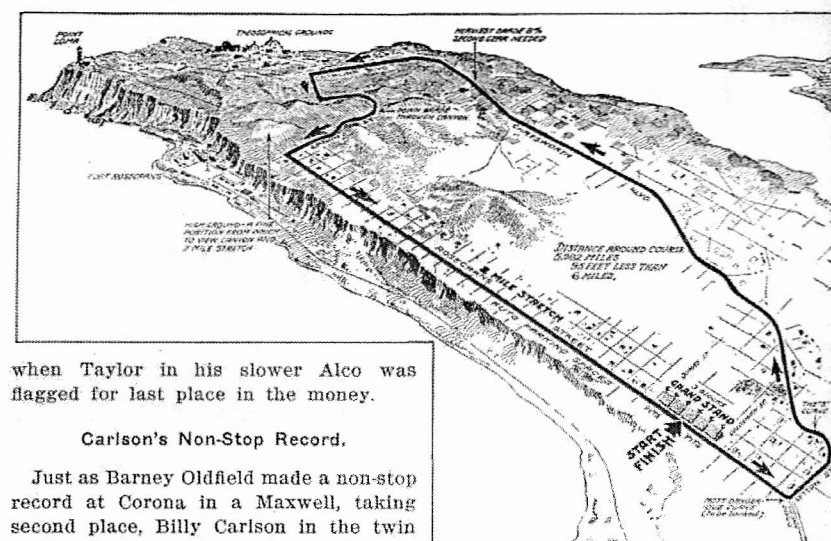


RICHENBACHER, PEUGEOT (LEFT) AND BARNEY OLDFIELD, MAXWELL (RIGHT) IN SPEED BRUSH ON ONE OF S TURNS.

separate score sheets. In consequence, no one questioned the accuracy of records of laps and time. It was planned to have young women act as checkers and scorers, but for some reason they failed to appear, and several well known race fans, including Aviator Glenn Martin, were engaged just before the start of the race. Signalmen assured a clear course at the turns.

Cars Eliminated Early.

Of the 19 cars and drivers scheduled to start, all except Grant in his six-cylinder Sunbeam were at the tape promptly at 11 a. m. The reason given for Grant's failure to start was that permission to race could not be obtained from the owner of the car. Of the 18 cars that started, the majority were soon eliminated by minor accidents and mechanical trouble, and during the latter part of the race it was doubtful whether there would be enough drivers left on the course to win the



when Taylor in his slower Alco was flagged for last place in the money.

Carlson's Non-Stop Record.

Just as Barney Oldfield made a non-stop record at Corona in a Maxwell, taking second place, Billy Carlson in the twin to Barney's mount, won second place in

Equipment of the San Diego Race Participants.

Car & Driver	Wheels	Tires	Carburetor	Spark Plugs	Magneto	Shock Absorbers
Stutz—Cooper	Rudge-Whitworth	Firestone	Schebler	Bosch	Bosch	Hartford
Maxwell—Carlson	Houck	Silvertown Cord	Harroun	Rajah	Bosch	Hartford
Duesenberg—Alley	Wood	Riverside	Master	Rajah	Spittdorf	Hartford
Mercedes—Ruckstall	Rudge-Whitworth	Palmer & Goodrich	Rayfield	Bosch	Bosch	Hartford
Alco—Taylor	Houck	Miller	Master	Bosch	Bosch	Hartford
Tahis—Gable	Wood	Mission	Master	Rajah	Bosch	Hartford
Gordon—Gordon	Houck	Goodyear & Firestone	Master	Rajah	Bosch	Hartford
Peugeot—Burman	Rudge-Whitworth	Nassau	Master	Rajah	Bosch	Hartford
Peugeot—Rickenbacher	Rudge-Whitworth	Nassau	Master	Rajah	Bosch	Hartford
Duesenberg—Callaghan	Rudge-Whitworth	Riverside	Master	Rajah	Spittdorf	Hartford
Marmon—Cadwell	Houck	Silvertown Cord	Master	Bosch	Bosch	Hartford
Mercedes—Nickrent	Rudge-Whitworth	Firestone	Rayfield	Rajah	Bosch	Hartford
Maxwell—Oldfield	Houck	Firestone	Harroun	Rajah	Bosch	Hartford
King—Klein	Rudge-Whitworth	Firestone	Rayfield	Bosch or Rajah	Bosch	Hartford
Carling—Dickey	Wood	Penn.	Master	Bosch	Bosch & Mea	Martin
Shields—Shields	Wood	Firestone	Rayfield	Bosch	Bosch	Hartford
Duesenberg—O'Donnell	Rudge-Whitworth	Riverside	Master	Rajah	Spittdorf	Hartford
Peugeot—McCarthy	Rudge-Whitworth	Nassau	Master	Rajah	Bosch	Hartford

fourth and fifth prizes. As it was, when Taylor in his Alco completed the required 51 laps, winning fifth place, the only driver left in the race was plucky little Eddie O'Donnell in Duesenberg No. 19. Even early in the race, when Rickenbacher in Peugeot No. 7 looked like a winner, O'Donnell had trouble with a missing motor. But he gamely kept in the running, completing forty-nine laps,

the San Diego race without a stop. Carlson's Maxwell was the only machine to complete the fifty-one laps without stopping. Considering the severity of the Point Loma course and the slightly greater mileage, Carlson's non-stop time of 64.8 miles an hour is at least as remarkable an achievement as Oldfield's 85.5 miles an hour consistency record at the November Corona event.

Alley Sets Early Pace.

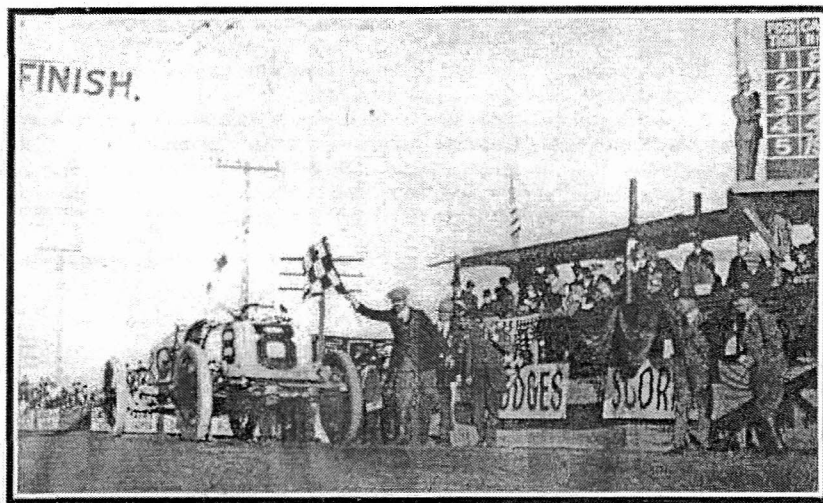
At the start, Tom Alley in Duesenberg No. 2 was the first to get away. For the first eighteen laps Alley kept ahead of the field, although both Rickenbacher and Burman maintained the best elapsed time. By dangerously fast driving Rickenbacher went into the lead in the nineteenth lap and maintained the pace-setting for four fast laps, after which he went out with a broken connecting rod. This left Cooper with his Stutz in the lead, which he held until the finish.

In the tenth lap, Carlson was in seventh place. At this time one-third of the entries were already out of the running. By running steadily without stopping, Carlson gained on the field until in the twenty-ninth lap he was in third place. The thirtieth lap found the field with Cooper, Carlson, O'Donnell, Alley, Ruckstall, Oldfield, Taylor, Lambie, Shields, and Janette (substitute for Caldwell) in the order named.

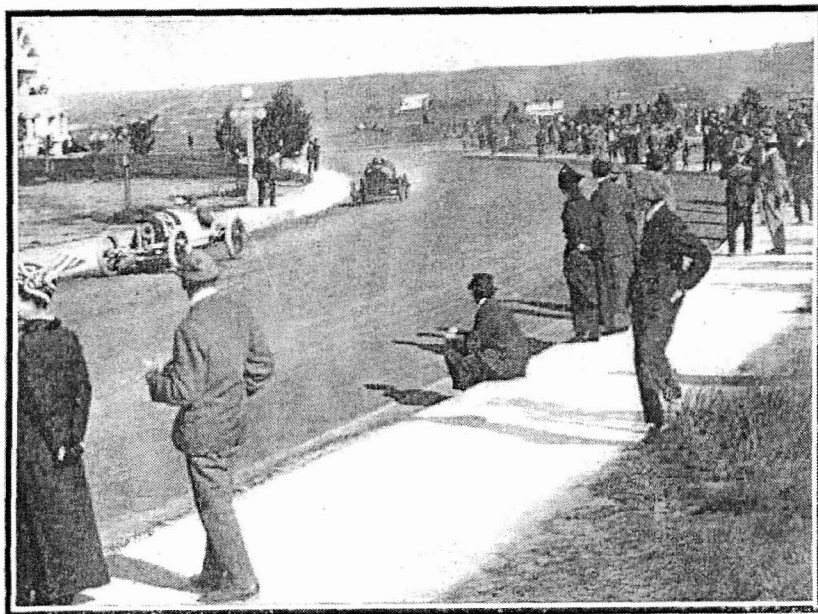
Cooper and Carlson Fight for Lead.

Cooper made his first stop in the thirty-second lap, taking on gas and oil, in addition to making a tire change in less than a minute. In the thirty-seventh lap he made a tire change in eighteen seconds and was away again before Carlson could materially decrease the lead of less than half a lap. From this time until the end Cooper and Carlson fought for the lead with at one time but fifty-two seconds between them. However, at no time during the last few laps was Cooper in serious danger of losing first place, unless overtaken by the "finx." Yet he was so closely pressed by Carlson that but slightly more than a minute and a half separated them at the finish.

Of the cars that were not in the running at the end of the fifty-one laps, Klein's King broke a differential shaft at the start; Callaghan's Duesenberg



STARTER WAGNER GIVING COOPER CHECKERED FLAG AT FINISH.
(Asst. Starter Lowrey at Extreme Right of Picture.)



BOB BURMAN IN PEUGEOT NO. 6, TRYING TO PASS EDDIE O'DONNELL IN DUESENBERG NO. 10, ON FIRST S TURN OF POINT LOMA COURSE.

skidded on the turn near Theosophical Institute and was wrecked a mile from the southwestern corner of the United States; Huntley Gordon's Special threw three tires at the same time and was wrecked; broken connecting rods put out Gable's Tahis, Burman's Peugeot, Richenbacher's Peugeot, and McCarthy's Peugeot; Marmon No. 11 had engine trouble after Caldwell sprained his wrist and Tony Jeanette was driving as substitute; Nickrent's Mercer broke its gas line, which was hit by a flying rock from the course; Oldfield had ignition trouble; Carling's Special burned out a bearing and Shield's Special had engine trouble.

200% Profit for Corona Race Promoters.

Stockholders of the Corona Auto Racing Association, promoters of the record-breaking Corona road race last November, received dividends of 200 per cent on their investments early this month. There are fifteen stockholders in the association and stock is \$50 a share. Only 10 per cent of the stock was paid in.

Indianapolis Speedway Tickets on Sale.

Sale of seats for the fifth annual international 500-mile race on the Indianapolis Motor Speedway, May 29, opened on Monday, the 18th inst., and it is stated that several thousand applications are on file already, some of them dating back to the last race. In general, seat tariffs remain the same as last year, the only change being in the gate admission, which is now

two dollars to all parts of the grounds. To offset this, the management announces that it has thrown open two stands, seating 25,000 people, on the south turn, for fifty cents each. The most desirable locations, along the main stretch and the first turn, remain the same as before. The seating capacity of the speedway has been increased to 75,000, 15,000 more than last year.

Coming Events.

January 16 to 23—Detroit, Mich., Automobile Show, Thompson Bldg.
January 16 to 23—Cleveland, Ohio, Automobile Show, Wignmore Coliseum. Cleveland Automobile Show Company, Fred H. Caley, manager, Hollenden Hotel.
January 18 to 23—Rochester, N. Y., Annual show of the Rochester Auto Trades' Association, Inc., in three buildings at Exposition Park, C. A. Simmons, manager.
January 18 to 23—Huron, S. D., Annual Trade and Automobile Show.
January 19 to 23—Baltimore Md., Automobile Show, Fifth Regiment Armory, under the auspices of the Baltimore Dealers' Assn. and the Automobile Club of Maryland.
January 20 to 23—Lancaster, Pa., Automobile Show, Auditorium. Lancaster Auto Trade Association.
January 23 to 30—Chicago, Ill., Automobile Show, Coliseum and First Regiment Armory. Automobile Chamber of Commerce, S. A. Miles, manager, 7 East Forty-second street, New York City.
January 23 to 30—Montreal, Can., Annual Automobile Show of the Montreal Automobile Trade Association, Ltd., in the Allen Line Liverpool building.
January 23 to 30—Portland, Ore., Automobile Show, Armory, Portland Automobile Dealers' Association.
January 25 to 30—Buffalo, N. Y., Automobile Show, Broadway Auditorium. Buffalo Automobile Dealers' Assn.
January 25 to 30—Fall River, Automobile Show, State Armory.
January 27 and 28—Meeting of garage interests in Chicago of National Garage Association.
January 28—New York, Meeting of the Society of Automobile Engineers (Metropolitan Section). Report of Research Committee on Greases, H. M. Martin, Chairman. Supplementary subject: Asphalt versus Paraffin Base Lubricants.
January 30 to February 6—Minneapolis, Minn., Automobile Show, National Guard Armory, Minneapolis Automobile Trade Association.

January 30 to February 6—Columbus, O., Annual automobile show, under the auspices of the Columbus Automobile Club and the Columbus Auto Trade Association, in the Memorial Hall.

February 1 to 6—Louisville, Ky., Automobile Show, Louisville Auto Dealers' Association, P. S. Longest, secretary, 725 South Third street.

February 1 to 7—St. Joseph, Mo., Automobile show, Auditorium. St. Joseph Automobile Show Association. R. R. Calkins, manager, German-American Bank Building.

February 2 to 7—Kalamazoo, Mich., Automobile show, Armory.

Feb. 2 to 9—Peoria, Ill., Automobile Show, under the auspices of the Peoria Automobile and Motor Cycle Dealers.

February 3 to 6—St. Joseph, Mo., Automobile show, Auditorium. H. J. Leslie, secretary.

February 8 to 12—Elmira, N. Y., Automobile show, State Armory. Elmira Auto Club, Frank D. Pratt, manager, 210 East Water street.

February 8 to 14—Kansas City, Mo., Automobile show, Convention Hall. Kansas City Motor Car Dealers' Association. E. E. Penke, secretary, 909 Gloyd Building.

February 8 to 14—Kansas City, Mo., Automobile Show, Convention Hall, under the auspices of the Kansas City Motor Car Dealers' Association.

February 8 to 14—Troy, N. Y., Automobile Show, Troy Automobile Dealers' Association.

February 15 to 20—Bridgeport, Conn., Automobile Show, State Armory. B. V. Steiber, Manager.

February 15 to 20—Omaha, Neb., Tenth Annual Automobile Show, Auditorium. Clarke G. Powell, 2119 Farnum street, manager.

February 15 to 20—Grand Rapids, Mich., Sixth Annual Automobile Show in Klingman Furniture Exposition Building. Grand Rapids Herald, C. L. Merriman, auto editor, in charge.

February 22—San Francisco, Cal., Vanderbilt Cup Race, Panama-Pacific Exposition.

February 22 to 26—Sioux Falls, S. D., Annual Automobile Show under the auspices of the Sioux Falls Automobile Show Association.

February 22 to 27—South Bethlehem, Pa., First Annual Lehigh Valley Automobile Show, Coliseum.

February 23 to 27—Syracuse, N. Y., Seventh Annual Automobile Show, State Armory, under the auspices of the Syracuse Automobile Dealers' Association.

February 23 to 27—Fort Dodge, Ia., Annual Automobile Show, Armory.

February—Toledo, Ohio, Automobile show, Toledo Auto Show Co.

February—Portland, Ore., Automobile show, Portland Automobile Trade Association.

February—Grand Forks, N. D., Automobile show, Auditorium. Grand Forks Auto Show Association. L. Stinson, manager.

March 6 to 13—Boston, Mass., Thirteenth Annual Automobile Show, Mechanics Bldg. Under the auspices of the Boston Automobile Dealers' Association and the Boston Commercial Motor Vehicle Association.

March 8 to 13—Des Moines, Ia., Automobile Show, Des Moines Automobile Dealers' Association.

March 14—San Francisco, Cal., Panama-Pacific Cup Race, Panama-Pacific Exposition Grounds, Panama-Pacific Exposition Co., Promoters.

March 15—Cedar Rapids, Iowa, Automobile show, Auditorium. Cedar Rapids Auto Dealers' Association. Martin Beck, manager, First avenue, West.

March 25 to 27—Racine, Wis., Automobile Show, Auditorium.

March—Watertown, N. Y., Automobile show, Watertown Automobile Association. Arthur E. Sherwood, manager, 46 Flower Building.

April—Calumet, Mich., Automobile show, Coliseum.

April 15 to 20—Deadwood, S. D., Automobile show, Deadwood Business Club. George H. Kilker, manager.

May 18 and 19—Boston, Mass., Annual Meeting of the American Automobile Association.

May 29—Indianapolis, Ind., 500 Mile Race, Motor Speedway.

June 16—Galesburg, Ill., 200 Mile Race, District Fair.

June 25—Sioux City, Ia., 300 Mile Race, Speedway Association.

July 4—Tacoma, Wash., Speedway Races. Chicago A. C.

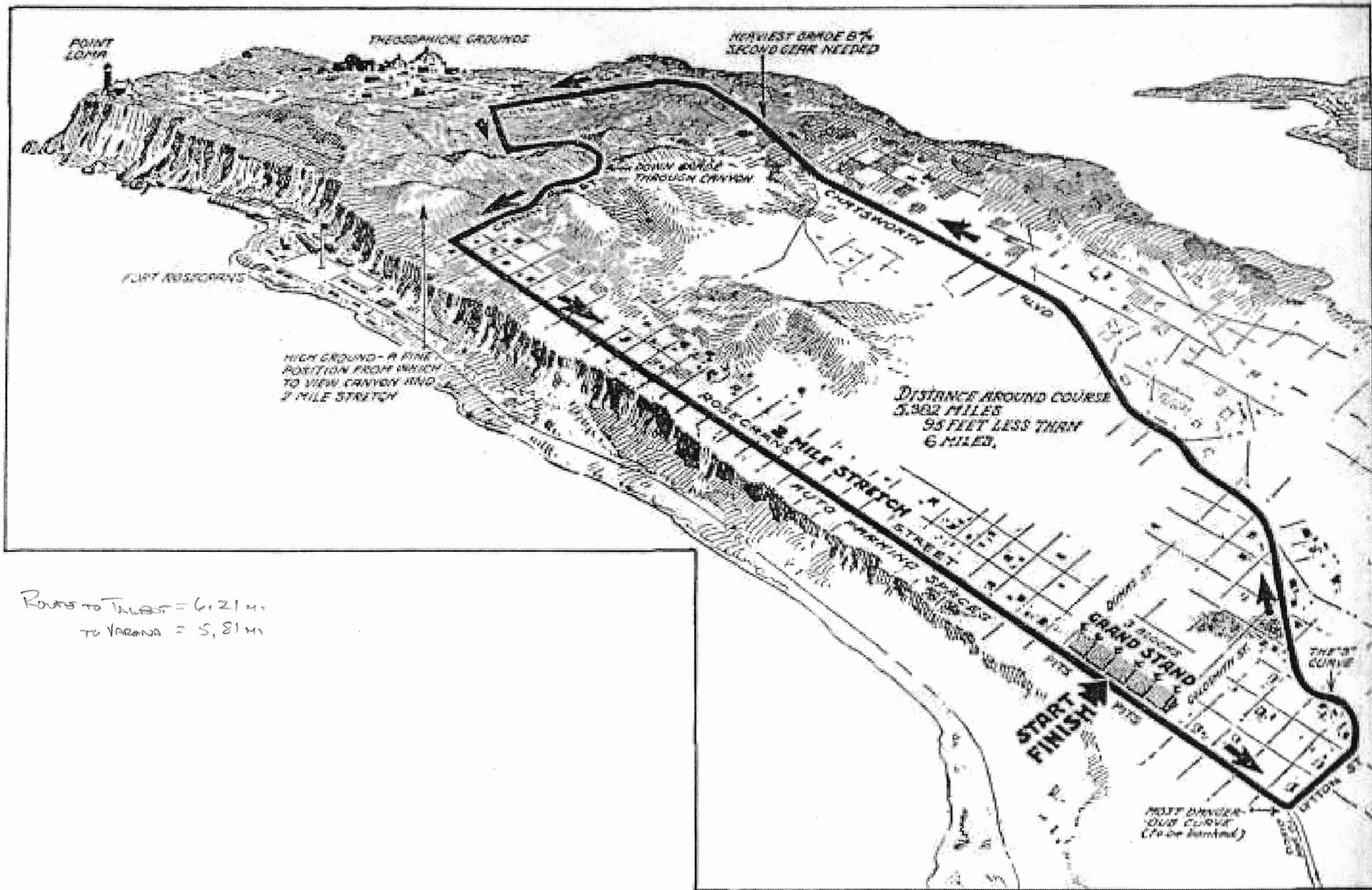
August 20 and 21—Elgin, Ill., Elgin Road Races.

September 20 to 25—San Francisco, Cal., International Engineering Congress.

February 25—New York, Meeting of Society of Automobile Engineers (Metropolitan Section). Report of Research Committee on Kerosene Carburetors. A. B. Brown, Chairman. Report of Research Committee on Non-Electric Continuous Torque Transmission. L. M. Dieterich, Chairman.

February 27—San Francisco, Cal., Grand Prix race, Panama-Pacific Exposition.

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ROUTE TO TALEST = 6.21 MI.
 TO VARONA = 5.81 MI

SAN DIEGO COURSE.

