

reached Wickenburg, he had lost 6 of his valuable minutes to Nikrent. Still driving easy and saving his final energy for the finish, the Stutz shipped a few gallons of water in going through a wash and the carbureter began to show signs of distress.

At New River, 15 miles out of Phoenix, Barney stalled his motor in the middle of the stream and had to hitch ropes on the car and have spectators and a team assist him through the wet sand. Fifteen minutes were lost at this point and Barney felt that he had lost the race. Nikrent had passed him and Bramlett in the Cadillac No. 20 had pulled through the stream several minutes ahead of him.

As they started on the last few miles of the long race, Oldfield opened up and drove as he had not driven before in the race. It had rained all night at Prescott, but at Phoenix it had been raining for a day and a night. On the desert the mud had dried sufficiently to permit of some speed, but the traveled clay roads of the Salt river valley were slush beds several inches deep.

Oldfield Becomes Desperate

Heedless of the thousands of spectators along the course and dangers, Oldfield slid from side to side on the road in a mad drive to the tape, hoping that he would win at least second place, but believing that he had lost to Nikrent.

As he came down the road, the car and crew looked like an adobe house on wheels. The cigar in his face had turned to a clay clod and the mask on his face had holes where mouth and nose were hidden.

The first to finish was Nikrent, and as the crowd waited for the next car, seconds were counted, as each minute counted in the fight for the "master driver's" title. Nikrent's finish was not spectacular. He is not a spectacular driver. He drove down the muddy road, holding the car straight to the course, and it was such a surprise to see the Paige come in first that the crowds almost forgot to cheer.

Bramlett, in the old Cadillac, who was the second man to finish, made the most unique finish very probably that has ever been recorded in motor racing history.

A short distance out of Prescott on the last day of the race, the Cadillac went over a 12-foot embankment. The rains had made the mountain road so slippery that Bramlett's brakes would not hold. A crowd of spectators assisted the driver and mechanic to get the car back on the road, but the steering arm was so bent that Bramlett could hardly turn to the left and he was handicapped on the drive across the desert to the finish further when the steering arm was broken off.

At New River, the wash where Barney almost lost the race, Bramlett fairly jumped from the bank into the stream trying to get through without stalling his engine. There was a dead splash and the Cadillac stood half-buried in the middle of the stream. After being pulled out, it was discovered that the steering arm was trail-

ing under the car and no further use to the driver.

Without a word, Bramlett tore two rails from a fence and giving one to his mechanic, the damage was repaired. Lashing a rail to either side of the front axle, the driver and mechanic steered the last 15 miles to the finish, traveling at about 30 miles an hour all the way by leaning over the side and rubbing the rail on either side of the tires, like a youngster steering a hoop.

Both Beaudet and Nikrent went through New River without any difficulty, but they had had hard luck elsewhere on the long 696-mile course.

The Simplex was eliminated from the running when a few miles out of Prescott. In second place, with an even break for first honors, Davis broke a torsion spring and drive chain, skidding into a bank and retiring from the lists.

Durant and Chevrolet, in the Chevrolet No. 2, were making fast time between Wickenburg and Hot Springs Junctions when they lost a hub. Taking a Stilson wrench, they improvised a hub by tightening the wrench on the receiver and lashing it down with tape. With this makeshift they were only able to make about 20 miles an hour, but they fought to the finish and beat Bramlett out of fourth place by a margin of 34 minutes.

The Buick No. 15 ran in hard luck throughout the race. Just out of Los Angeles the Ellis brothers went into the ditch. They got back into the race and continued on the Baggett, where they again went in the ditch when they took a turn too fast. The car was pulled back up onto the road and the Buick went on as a trailer. Never able to regain the lost time, the boys kept up a steady pace and finished.

Not willing to give up the race, the Metz No. 9 made the run into Prescott and started out on the last lap of the course with Wing determined to reach Phoenix. Near Hot Springs Junction the steering gear was disabled and the car was not in when the control closed, but the Metz was the only small car in the race to reach the city of Phoenix. At midnight, hours after the winners had been honored and the officials had gone home, the little Metz arrived. The car was driven into the lobby

of the Adams hotel and the throttle opened wide until the management requested the celebration to stop.

The Kincaid special followed along in the wake of Barney in good time until about 60 miles out of Phoenix. A twisted axle ended the race for the Kincaid.

The Cole, entered and driven by Bous, of Phoenix, the only Phoenix car in the race, fought to the finish and arrived in time to go down on the lists as a finishing contender.

The Stutz No. 17 did not get through as well as Barney's No. 5, but the car reached Phoenix after a hard race.

Time Not Record-Breaking

Oldfield did not make the time that Olin Davis in the winning Locomobile did last year, but the course was harder on account of the rains. Davis' time for the run over the 564-mile course by way of San Diego and the Imperial valley was 31 miles an hour. For the first 300 miles, Oldfield averaged 38.4 miles an hour. The second day he fell back to a 31.5 average and the last lap was below 30 miles an hour by several points.

Race Most Spectacular

From the spectators' standpoint, as well as that of the drivers, the 1914 Phoenix race is the greatest of them all. The Howdy Special carried sixty-eight motor car men of Los Angeles to Phoenix to witness the finish of the race and at each control along the course the train was stopped for the Howdy passengers to get a glimpse of the speeding. At Needles, Prescott and Phoenix, the city keys were turned over to the race followers and in each town the motor car men owned the place during their stay.

NEW SPRING COMPANY PENDING

Lansing, Mich., Nov. 17—A new spring company probably will be formally announced in the course of a few days, the \$100,000 necessary for its capitalization and organization having been almost entirely subscribed by local business men and a few from out of this city. The inventor of this spring is W. H. Crawford, who claims to have secured basic patent rights. The name of the company probably will be the Crawford No-Shock Spring Suspension Co. Demonstrations with the spring have been conducted since last July.



MILLER IN POPE-HARTFORD WINNING THE EL PASO-PHOENIX ROAD RACE