

JINX FINALLY GETS THE 'LUCKIEST MAN'

Louis LeCocq, Killed at Indianapolis, Seemed Charmed.

HE SURVIVED 16 WRECKS

In Five Years This Daring Automobile Racer Had Many Accidents, but Few Injuries.

When death overtook Louis LeCocq and Robert Bandini on the Indianapolis speedway not only were two of the most popular youngsters of the racing fraternity killed, but the old man with the scythe got the last laugh on "the luckiest driver in the world," as LeCocq was known.

This smiling little Frenchman from Des Moines had gone through no less than sixteen dangerous accidents in a racing career covering less than five years and every time had emerged with scarcely a scratch. Time and again cars rolled over with him, burned up and in other ways went through all the motions of killing him only to have him jump up from the wreckage with a grin and hardly a bump.

Youngster of Courage. It was a daring youngster, one with a foot as heavy as his heart was light, and always drove with the wild courage of a man with a charmed life. His last accident, when he dashed through his lower turn at Ascot speedway a year ago and rolled over twice without getting a scratch, is one that will not be forgotten in many years.

LeCocq, who pronounced his name LeCue, began his racing career in 1914 as mechanic for Ralph Mulford. He turned over with Jack Callaghan at San Diego in 1915 and later rode with Eddie Hearne in a Roamer. He then joined Alec Sloan's outlaws and campaigned the dirt tracks for three years, getting in numerous smash-ups, but never being seriously injured.

He got his big league start in the famous Bill Pickens race at Ascot when the outlaws were pitted against the lily whites. This was in the spring of 1918. In a terrific tilt with Hearne and Tom Milton, he crashed through the fence and was hurled high in the air with the car.

Pinned Under Car, Not Hurt. He turned over twice and was pinned under the car, but unhurt. Two weeks later he beat Brent Harding by a car length in a sensational race at Bakersfield and later won some races at Santa Rosa.

This year LeCocq got the fast Newman special and his first appearance was at Santa Monica, where he ran a beautiful race and finished third. He was running strong at the last Ascot race in third place when motor trouble put him out.

When Roscoe Searles obtained the Oldfield submarine, LeCocq took the Roamer Searles had been driving and won sixth place at Uniontown, three weeks ago. He was running strong in fifth place at Indianapolis when the accident which cost his life occurred.

HOW TO SAVE BATTERIES

THEY ARE LIKELY TO BECOME OVERCHARGED ON TOURS.

Burning Lights in Daytime One Way to Prevent Storing of Too Much Electricity.

Long summer tours impose a very different sort of demand upon the battery equipment of a car than does that of the ordinary sort of around-town usage that a city motorist gives his car, according to Manager W. C. Allen, of the Auto Electric Equipment Co., Prest-o-Lite battery representatives. "The reason it is an excellent idea for the automobile owner to go to his battery service men for advice before he starts out, and to have his battery tested," said Mr. Allen last week. "In long summer trips, with few stops, overcharging of the battery in the danger to be feared. To date, no device has yet been made which will automatically prevent the overcharging of an automobile battery. Overcharging is most apt to take place on just such long road trips as are common in summer, for then the motorist makes the least frequent use of his starting apparatus and of his lights during the long days. Ninety per cent of the batteries, which do not deliver

their maximum service are those that have been injured by overcharging. "The easiest way to avoid this difficulty is to burn your lights on long road trips, if a test shows your battery charge to be high when you start out. Leave your lights off for the first hour, and this will replace the current used in starting your car. Then burn them for the rest of the day. If your generator is charging at the rate of 15 amperes, the burning of your lights will consume approximately eight amperes of this and the remaining amount is not sufficient to cause any damage to your battery.

"When you are back in town, with frequent starts and stops, your generator will probably be about right to take care of your needs. Burning your lights on long road trips if you are advised to do so by your battery man, is by far the best way to avoid battery trouble through overcharging."

STIFF TESTS FOR RACINES

GOVERNMENT PUT THROUGH THEIR PACES.

Charles F. Wright Tells How They Made Good in France Under Severe Conditions.

When the United States bought tires for its cars in France, the tests the tires were forced to undergo were remarkable in their thoroughness and severity. Only the best products stood this grueling grind, and on these were accepted for use abroad or in America. "These tests included, besides severe road work, a pickling and baking test," says C. L. Wright of Balfour & Wright, distributors of Racine tires.

"To insure that the tires tested were the regular factory product, they were purchased of dealers in various cities," says Mr. Wright. "The road test included severe work over some of the worst roads in the country, with extremely heavy loads as well.

"The chemical test was a scientific affair and called for the pickling of the tire for 48 hours in a very strong solution of acids and salts. After that it was submitted to the fire test, which consisted of baking the tire, which revealed whether the rubber had been properly cured or not.

"The overseas test was the most interesting and the severest of all. The tire was put on a spinwheel with an inner tube and inflated to 100 pounds pressure and spun around at a terrific speed, hitting all kinds of broken metal and glass, tacks and nails and all sorts of sharp edges that would penetrate through rubber and fabric. The condition in which the tires emerged at the end of this test was conclusive evidence of the toughness and resistant qualities of the tires."

HERE'S PLACE FOR PICNIC

CHALMERS PARTY FINDS IT ON BANKS OF MOLALLA.

Attractive Camping Site 33 Miles From Portland Going by Way of Oregon City.

An inviting nook for picnickers and campers along the banks of the Molalla river about 35 miles from Portland was found last week by a party from the C. L. Ross Automobile company, touring in a Chalmers car. The spot selected was about three miles below the town of Molalla, near the bridge crossing the river. The driver took a turn to the left from the road over a trail apparently little used and drove to the very edge of the stream. So close to it, in fact, that one could actually have sat comfortably in the tonneau and fished.

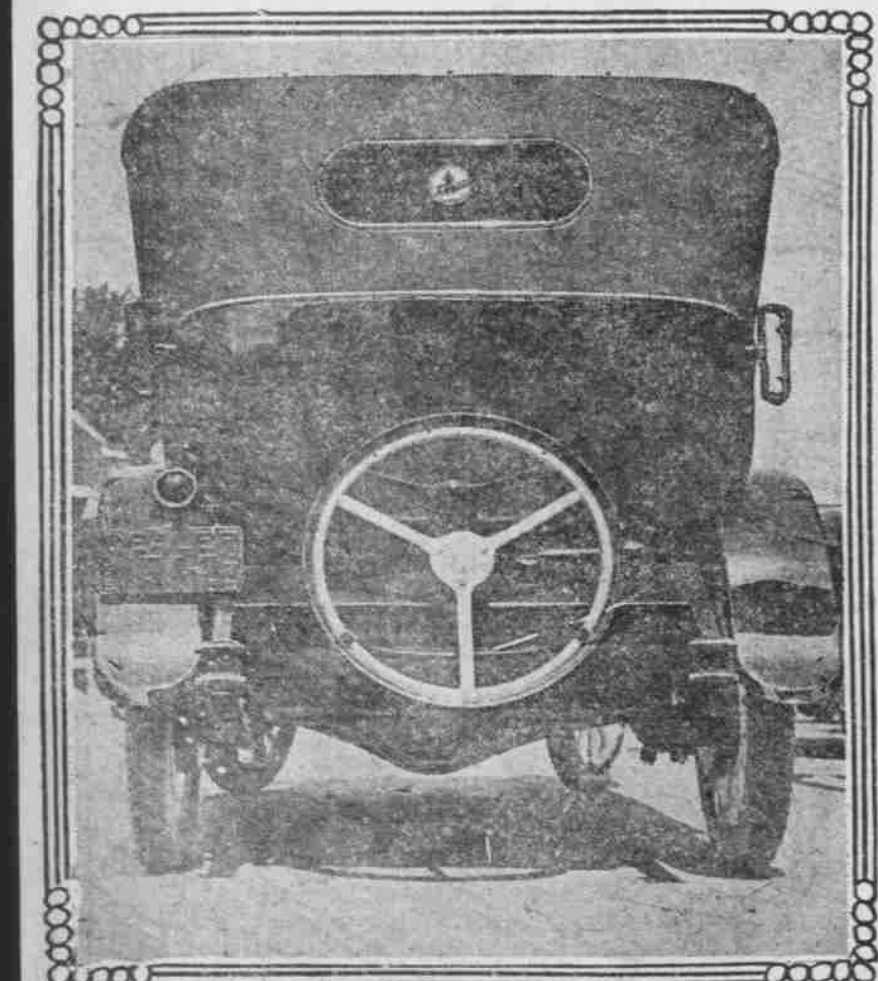
The route taken by the Chalmers was via the Eighty-second street road to Oregon City. Instead of turning to the main street, however, the route led straight ahead up the steep hill in front of Seventh street, where a turn to the left placed the car on the Ellyville road. This was followed to Molino through an attractive farming country. Members of the party report that this main road should be followed for several miles to a cross road, where a turn to the left leads to the village of Liberal and thence to Molalla. They say the road is slightly rough, but in pretty fair condition, generally speaking.

The return trip was made by way of Canby on the Pacific highway. This was rather rough from Liberal to Canby, but from that town to Portland the highway is paved.

How to Clean Plugs.

Very often in cleaning spark plugs by hand the point of the plug is broken. A good way to avoid this is to stick the plug in the ground, upside down, fill it with gasoline and touch a match to it. After the gasoline has burned out, the plug will be found entirely clean of soot.

NO. 10—CAN YOU IDENTIFY THIS CAR?

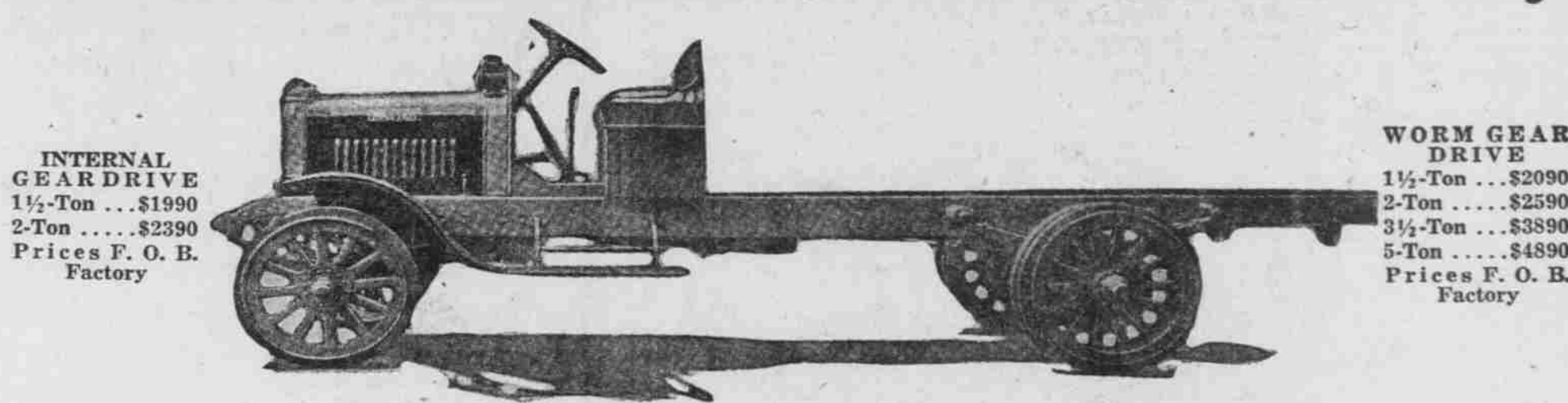


IT'S AN EASY ONE, IF YOU KNOW CARS AT ALL. Pretty nearly as easy as the rear-end view pictured in The Oregonian last week. The "V" in the plate glass of the rear curtain was a dead giveaway that it was a Vette. Also, the tire carrier on Vette cars is braced by rods that form an inverted "V". The car pictured this week has a tire carrier that is just as distinctive and is exclusively its own. You should be able to name it instantly.

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- OILING SYSTEM**—Full force pressure feed to all bearings through drilled crankshaft. Oil is pumped by a geared pump from the oil reservoir located in the crank case.
- COOLING SYSTEM**—Centrifugal water pump and fan.
- CLUTCH**—Brown-Lipe.
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- TRANSMISSION**—Selective sliding gear, 4 speeds forward and one reverse, bolted securely to the motor and forming a unit power plant. Annular ball bearings throughout. Nickel steel gears and chrome nickel shafts of large diameter.
- STEERING GEAR**—Semi-irreversible. Worm and split nut type, 18-inch steering wheel.
- RADIATOR**—Honeycomb core with cast tanks and frame mounted on cushion springs to relieve vibration from road shocks.
- SPRINGS**—Alloy steel heat treated front semi-elliptic, 44 1/2 inches long, 2 1/2 inches wide, 11 leaves. Rear, semi-elliptic, 52 inches long, 3 inches wide, 13 leaves.
- FRAME**—Pressed steel, with all spring hangers and cross-members hot riveted. 6 1-16-inch section with 3-inch channel, 1/4-inch stock. Five cross-members are used, reinforced by gusset plates. Length, 207 1/4 inches.
- FRONT AXLE**—Timken drop forged I-beam, with Timken roller bearings.
- REAR AXLE**—Torbensen internal gear drive with drop forged I-beam load carrying member.
- BRAKES**—Emergency internal expanding on rear wheels. Service external contracting on rear wheels.
- CONTROL**—Left-hand steer, center control. Throttle lever on steering column.
- WHEELS AND TIRES**—Artillery type with air-dried second-growth hickory square spokes. Tires, pressed-on type, 34x4 front, 36x7 rear.
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FORD TO INVADE EUROPE

SPAIN, DENMARK, PORTUGAL TO HAVE PLANTS.

500,000 Ford Cars Annually to Be Put on European Market, Declare Officials.

DETROIT, June 7.—Ford will dot the world with plants when peace is signed. Immediate steps will be taken for the building of assembly plants and factories in many of the foreign nations. In the larger countries there will be factories and in the smaller countries, such as Denmark, Spain and Portugal, assembly plants with an average capacity of 100 per day. The assembly plants will be the first constructed and will become the clearing houses for the parts supplied to them from the Detroit and Manchester, England, factories.

Cadiz and Copenhagen have already been decided upon as cities where assembly plants will be erected, each to cost approximately \$250,000, and by this system the Ford interests expect to be able to place on the European market at least half a million cars annually. It is but a question of weeks

when the Paris and Bordeaux offices of the company will be reopened.

Ford officials will not deny that the present sites decided upon for tractor plants are Troy, N. Y., and Pennsboro, N. J., and that the Troy plant will also manufacture the standard Ford. At the Ford plant figures obtained show that from April 28 to May 6, inclusive 21,761 cars were manufactured, being a daily average of 2720. The actual number of unfilled orders April 20 was 80,353, which was increased to 85,528 on May 8.

Ford officials are confident that, beginning June 1, the daily average output of cars will be 4000, a figure they are now striving for, and that the number for the present year will exceed 1,000,000. To produce this enormous output of cars requires the services of approximately 40,000 men.

Saxon to Issue New Stock. DETROIT, June 7.—The Saxon Motor Car corporation will soon be operating under its new reorganization plan, which calls for the issuance of an entire new stock issue to be absorbed by the creditors and the cancellation of all present stock. The proposed plan, as outlined some time ago, was signed by all the bankers and a majority of the creditors at a meeting in Cleveland Friday.

Doing Away With Tolls. The state highway department is planning for the removal of all toll

gates in Pennsylvania during the next two years. In the two-year period from June 1 there will be available from the state funds \$500,000 for the purchase of toll roads on the state highway system. There remain 178 miles of such roads, chiefly in the southeastern section.

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