

'RICK' PROBABLY HAD MOST SENSATIONAL ESCAPE IN HISTORY

Racer Was Coming Toward Wrecked Car at Sheephead at 100 Mile Clip.

SHOT MACHINE BETWEEN

Limberg's Delage Broke in Two Parts When It Crashed Into Fence Killing Him and Mechanician.

Indianapolis, May 27.—Eddie Rickenbacker probably had the most sensational escape ever experienced since automobile racing began, at the New York Speedway recently, when Limberg's Delage car crashed into the outer retaining fence at the upper edge of the track, throwing him and his mechanician out to their death, and sending the car in a mass of flames rolling down the entire width of the track. Rickenbacker was coming at the wreck at a speed of better than 100 miles per hour. There was no time to delay, the shock at the sight of his rivals being suddenly hurled through the air was enough to shatter the nerve control of the most hardy individual. The wrecked Delage broke in two as it rolled down the track, adding to the difficulties of dodging it.

Cool in a Crisis.
It all happened so quickly that the brains of those who witnessed the tragedy could hardly register it. Rickenbacker did a race piece of skillful driving, keeping a cool head in an extraordinary crisis, and shot his white car through the smoke and flames between the two broken sections of the wreck. There were still 120 miles of the race to be run before Rickenbacker could relax and rest from the shock. He won with the car he will drive at Indianapolis Speedway May 29, and reports that he is none the worse from the hazardous experience.

Since the New York Speedway race the dopsters begin to get a better line of the various drivers and can now dope out about what can be expected at the big event in Indianapolis May 29. Josef Christians, with his Sunbeam from England, took no chances at New York but saved his car for the Indianapolis race. He did not even start at New York. Harry Oldfield, who always he will win the Indianapolis race, kept out of the New York event entirely.
Dario Resta started at New York, but did not board his car, consequently for the 300-mile contest at Indianapolis. John Aitken won the 20-mile race at New York, but did so without pushing his engine. Rikard Nord, who won the 50-mile race at New York, says his car did not feel the effort, and is expected at Indianapolis soon for practice.

Popular Victory.
Eddie Rickenbacker's victory at the Sheephead Bay Speedway when he drove his Maxwell racing car ahead of the field and galloped away with the chief prize of \$10,000 and the Metropolitan cup is a very popular one. The crack cars and crack drivers of the world were entered in the tourney and the fact that an American driver in an American-made car won the event has occasioned much rejoicing.

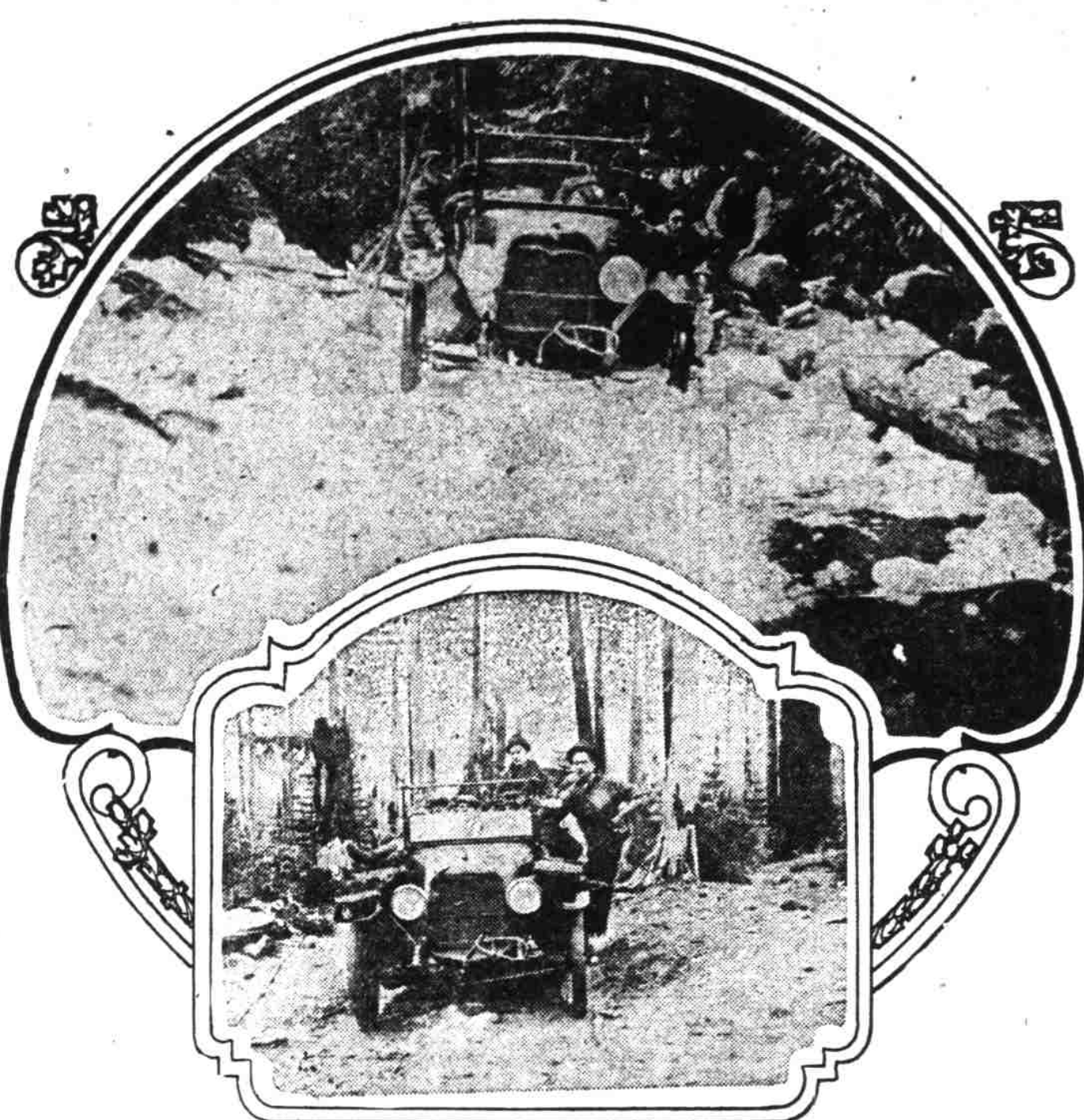
Rick's feat in sending his Maxwell over the course of 150 miles in 93 minutes, 31 seconds, an average of 98.43 miles per hour for the whole distance is a remarkable one, and his victory is no more than he deserves in the fight of his career.

Edward Victor Rickenbacker was born in Columbus, Ohio, about 20 years ago. He has been identified with automobile competition for the last 10 years, making his first appearance as a mechanician on the Frayer-Miller entry in the 1906 Vanderbilt cup classic.

Club on Lookout Mountain.
An option has been secured by the Denver Motor club on a 25 acre site for a country home on Lookout mountain, 20 miles west of Denver, Colo., and one half mile higher, near the top of the famous winding boulevard up the mountainside. A \$25,000 bond issue is contemplated, the bonds to be sold exclusively to members.

What are known as black opals, among the most costly of jewels, are found in but one place in the world, a small tract of land in New South Wales.

MAXWELL'S TRY FOR GOVERNMENT CAMP



Above—Bucking the snow on Mt. Hood in mid-May. Below—Near the snow line.

No crowd has put up a more strenuous fight to reach Government Camp and win the trophy offered by Fox and Fridenore to the first car to reach their place this season than did Bill LaCasse and his Maxwell a week ago. That party found the first snow about two and a half miles from Government Camp. At that same place they found the paraphernalia which one of the others had left behind. With the aid of this and the mountain of reserve-power in the little motor, the Maxwell was put a mile and a quarter further up Laurel Hill than any car has been this year.

Much of the work was of the trickiest kind. At one place, the bridge or

fill has been so undermined that there was just room for the wheel and no more. A slip would have meant a disastrous slide and hours of work to put the car back on the road. This was on an up grade and the power had to be positive and smooth. The motor probably would have done but LaCasse did not want to take a chance. The crowd of six helpers pushed but could not budge the car. The driver then took a long chance and put the car in low and stepped on the starter button.

The starting and lighting system is designed for stiff starting and hold mornings but hardly was conceived with the idea of moving the car under

hard road conditions but it moved. That led to further experiments and several tight places the starter only was used as motive power with the result that about an eighth of a mile was covered using the starter only and forcing through snow. The early summer season at the base of Mount Hood should be an extremely beautiful one a more rhododendron is about to bloom than usually. Every bush is loaded with buds and in about two weeks the section should be a wonderland of blossoms.

But it will be a long time before the snow disappears from the ground. The snow is not in drifts but simply covers every inch of the ground. It is not hard enough to bear the weight of the car but is water soaked and soft.

Roads to Eugene in Excellent Condition

Party Which Made Trip Sunday Preferred West Side Route Although Both Are in Fine Shape.

Roads to Eugene were found in excellent shape last Sunday by L. J. Whitaker, who with a party of six made the round trip by easy stages, taking 15 hours. Mr. Whitaker, thinks that the west side road is now better than the east side way and that better speed can be made on the average by taking that route all the way through.

He took the east side route from Salem down and while the driving was excellent over all parts, he prefers the other side of the river. The other members of the party were Miss H. Werlein, Miss N. Lord, Miss Werlick, Charles Butler and Roy Arnold.

Hood River Urged To Get Road Survey

Highway Engineer Advises Location of Permanent System so Money May Not Be Wasted.

J. R. Finch, senior highway engineer in the employ of the United States government, who was secured by the county court of Hood River county to make recommendations for the repair of the east side water-bound macadam road, urges the necessity of an immediate, general and comprehensive survey of a roads system so funds spent from time to time

Cleveland Cycle to Have Agency Here

New Idea in Lightweight Motor Vehicle Found Popular—George T. Strine Will Be Representative.

The Cleveland lightweight motorcycle is to be represented in Portland by George T. Strine, who will in a very few days announce the location of his sales room. The Cleveland is a new idea in motorcycles, but it combines the best of assemblies in its makeup. It is equipped with Bosch magneto, has a two cycle engine, two speeds and free motor. The springs and suspension of the cycle make it one of easy riding qualities.

It was demonstrated in Portland by J. B. Maurath, who is the road man of the western representatives. It was first introduced to southern California where it is making a decided hit.

Clemens Bitter at Action of Policeman

Patrolman Keeps "Slow Moving" Vehicle Path Absolutely Empty and Forces Autos to Line Up Behind Cars

Now comes W. J. Clemens, who has always been an ardent supporter of the "safety first" movement, and who now declares that much of the Portland traffic regulation scheme is "bunk." This is the incident that brought Clemens to the side of the reactionaries: He was coming over the steel bridge

late of an evening. Before him were several street cars taking their time in crossing the break in the bridge. To the right is the space allotted to the slow moving vehicles. It was clear from one end of the bridge to the other.

Clemens drove out there and had gone about 50 feet when a traffic officer and a bridge tender told him what his rights were. He tried to argue that the bridge was absolutely clear and that bridges were made for the use of the general public.

It did no good, and Clemens had to line up with the traffic which was following the street car, while 12 feet of good road on either side went unused.

"Why the police should bother themselves with things of that kind when there is so much real work to be done more than I can see. Why not get the drivers to observe the right of way rules, the most common sense applications of which mean the safeguarding of public lives and limbs?"

"When the police forget the man who has stepped a mile over \$5 on some forsaken piece of road; the man who forgets to turn his tail light on on a brightly lighted downtown street, and the man who uses the bridge, and pay more attention to the reckless drivers, who endanger life and property, then will we have a system that will do good."

Hood River County Wins in Litigation

The suit of the Wind River Lumber company and the O-W. R. & N. company against Hood River county to restrain by injunction the county from collecting an 8 mill special road tax voted by the Cascade Locks road district, has been decided by Circuit Judge Bradshaw in favor of the county. The tax was levied for the purpose of improving the Columbia river highway at Cascade Locks.

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