

# A. H. ENGLE, PIONEER, DIES IN CALIFORNIA

A. H. Engle, aged 74, a pioneer of Klamath county with a residence dating since 1884, died last Thursday at the home of his brother, A. E. Engle, prominent resident of Castella, California.

Deceased was one of the best known and highly respected residents of this section of the state. Quiet and retiring in his activities he nevertheless was ever alert to the good of the community. Having retired over a year from business activities he was enjoying the fruits of a life well lived by enjoying visiting at intervals among his four daughters and two sons.

Mr. Engle was an Odd Fellow of many years standing, and was a member of Unipqua Lodge No. 37, of Oakland, Oregon.

The remains arrived in this city last night accompanied by a Mrs. Schooner, and were taken in charge by the Earl Whitlock mortuary. Funeral services will be conducted Monday afternoon at 2 o'clock from the Earl Whitlock funeral home, Pine street at Sixth, and will be under the auspices of the local lodge of Odd Fellows.

Deceased is survived by four daughters: Mrs. H. J. Turner, Portland; Mrs. T. J. Jackson, Medford; Mrs. George Hoyt; Port Klamath Agency; Mrs. Miles Lippert, Portland, and two sons: Harry Engle of Chiloquin and Ora W. Engle of Fort Klamath Agency.

### NEW TRANSLATION

Mr. Blank, out driving, asked his colored chauffeur to stop the car while he admired a large, handsome building he had not seen before. Pointing to a stone at its base bearing the date 1924 A. D., he said: "George, do you know what that A. D. stands for?"

"Suttinly, boss, suttinly," responded the chauffeur. "Why dat dere A. D. stands for 'all done.'"

### LONDON LIKES AUTOS

One-sixth of the private cars owned in England belong to Londoners, who pay about \$9,000,000 a year in licenses. In London one out of every 60 of the population own a car.

### CAR EXPORTS BIG

Motor vehicle exports constitute the third largest of United States shipments abroad. Foreign countries bought 536,741 American motor vehicles in 1925.

## When "Stunt Flier," Driving as Sub, Won Auto Classic



Central Press Photo

By NORMAN E. BROWN  
The new Dr. Jekyll and Mr. Hyde of the auto racing world is Frank Lockhart.

It was a complete change (over the brief period of 24 hours) from a daredevil stunt aviator to a careful, cautious driver of a tiny race car that won him the recent 400-mile race at the Indianapolis Speedway, the blue ribbon event of the auto world.

Few persons in the heat—and rain—and excitement of the race noticed this change in Lockhart, yet it, and it alone, was responsible for his victory, I believe.

The day before the race, as has been told, Lockhart was not listed as a starter. He had come eastward earlier in the season from the Pacific coast, where he had won honors on the dirt tracks. He came with the reputation of a daring driver—one who craved the thrills and plaudits, and willingly risked his neck to get them.

### Drives Daringly in Trial

Twenty-four hours before the race Peter Kries, booker to drive one of the Miller Special entries in the race, was taken ill. Lockhart offered to drive the car for the qualifying test. A speed of 100

miles an hour is all that is required of the cars in such tests. Lockhart drove the car at the speed of 115 miles an hour for two laps, shattering all track records. He took the dangerous north turn and the south with reckless abandon.

"If he drives tomorrow somebody will go to the wall, and it will be just good fortune if someone isn't killed," remarked one of the mechanics in the pit when Lockhart stepped onto the track before the race.

The race began. The first lap flash over, the cars settled down to the steady hum of the long grind—and a pace a trifle under 100 miles an hour.

And steadiest of these was—Frank Lockhart. His little white car, with its huge "15" took an "alley" close to the outside of the track and hung there. The turns he took a bit more cautiously than some of his fellow drivers—including young Jones, who crashed into the north wall early in the event. As his car warmed up he increased the speed on the straightaways until he hit 125 miles an hour or better, according to my watch. But never did he take chances. In his brushes with Hartz and Woodbury,

discouraging regularity he roared past the judges and press stand. Only once did he halt—for gas, oil and water—and then back again.

**Spurts Fail to Bother Him.**  
When clouds appeared after the 350-mile mark had been passed and the probability that the race would be called off at 400 miles loomed, Hartz and Woodbury made desper-

ate efforts to overhaul the coast "stunt flier." It made not one whit of difference to Lockhart. He held the same pace. The race, over, Lockhart let his car coast slowly to the pit. No effort to add a touch of the spectacular with a last burst of speed or unloosed roar of the motor.

It was Lockhart, "big time" auto racer, winning his first major event, who drove the car—not Lockhart, "daredevil stunt flier."  
The change in his style of "play" was overlooked by the other drivers. His car had the speed, of course, but handled less competently. It would have been in the pit—or against the wall.

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