

game and will appear at the Speedway
 Westcott "10" racer, which has just

of the most daring of the local colony of
 drivers and no doubt will win some of the
 events in which he is entered. The West-

arrival in the racing game and 'this will
 be the first track race in which it has ever
 competed.

Winning Auto Speed Races Means Preparatory Attention to Detail

Plenty of Luck in the Game, but Results Come to the Teams Most Fully Prepared.

PROBLEM OF THE TIRES

Given models of similar speed capabilities, the chances of victory naturally favor the team that enters any given contest in the best state of preparedness. This is true of practically every sporting contest from sailing yachts to aeroplanes. It is even more important in automobile racing than it was with the old sailing yachts, because sometimes you could pull out a victory with one of the old hookers in spite of a green crew and poor rigging.

But with the automobile, where everything depends upon the perfection of a purely mechanical construction fully as much as on the driver's skill, the great secret of success lies in having every detail prepared in advance. Of course, there's lots of luck about the racing car, but in the long run luck lands the contest on the cap of the fellow who comes to the track best prepared.

The "properties" which accompany the Buick Roadsters racing team out-trial in bulk and complicated construction the baggage which a society belle would take with her for a summer's campaign at Newport. Besides the string of cars, there are all sorts of queer shaped trunks, boxes, chests and cases containing extra parts, supplies, wardrobe and various equipment that experience has taught the team are necessary. Here are four odd looking cases that must weigh nearly a half ton each. They are something like a lady's huge wardrobe chest, but armed with heavy iron handles and huge ball bearing casters. When the four of these are set up on end in the repair tent at the race meet, they furnish to themselves a complete factory stock room and supply practically everything needed on a car from a cotter pin to a steering wheel.

When all the many details connected with the mechanism of the car have been looked after and every anticipated need supplied, there are the tires to be considered. You can only think of this with a shudder, for the tires of a racing car

are something to create valvular heart disease in the breast of your true economist. Economy can't even get a back seat in the field bleachers when tires are under consideration, for either a road race or a long track race. Two or three hours is the average span of life for a set of tires in a hotly driven race, and if through some bit of unusual luck a tire lasts six hours some one must send a congratulatory wire to the tire manufacturer. The tires have not yet been made which can withstand the track friction and consequent heating that a long track entails. "Burning up miles" is an expression you often hear, but an entirely incorrect statement; to be correct, it should be "burning up tires."

Then when the cars and their equipment are all carefully figured out, there are the needs of the nine or ten men to be con-

sidered. Take, for instance, the 24-hour race at Brighton Beach, starting at 8 o'clock in the evening. If the night happens to be cool, how uncomfortable drivers and mechanics will feel after a three-hour grind in the cold wind and dust-filled air.

Stiffened muscles and joints must be carefully looked after, eyes must be washed and cared for, hot food supplied and a warm cot furnished, for after a short rest they must hike out again to the track. They can rest three hours, if all goes well, but should anything happen to either substitute drivers or mechanics of their cars they must be ready to jump back into the race again at an instant's notice. No, the automobile race nowadays is not a mere pleasure outing for the contestants. There's a lot of work about it, but gee! it's great to win.

Senators Go Down in Double-Header Defeat

CARR'S MEN PLAY CONSISTENT BALL AND WIN TWO GAMES BY ROUTING TWO OF BILL FRIEL'S PITCHERS.

COLUMBUS, O., May 27.—Indianapolis concludes its series this afternoon with Columbus, after winning the double header yesterday. The pitchers will likely be Nelson and Glaze.

Winning double-headers from Columbus is no new story for Manager Carr and his tribe. Yesterday they did it through hard hitting of the Columbus pitcher Kaler suffered in the first and Packard in the second.

Indianapolis drove Kaler off the mound and Goodwin succeeded him in the fifth inning of the first game.

For Indianapolis Hardgrove pitched a steady game in the first, the Senators hitting him frequently but failing to bunch bingles.

The double-header brought out a crowd of 2,400 fans and there was never a sorer bunch of bugs than they. Indianapolis outplayed the Senators at every point in both games.

In the second game Carr sent in Oscar Graham to complete a day's successful work. Oscar did the job to the satisfaction of everybody concerned, and with the aid of Ralph Glaze the Hoosiers won the second by a score of 4 to 3.

The Hoosiers went runless until the seventh, when a batting rally sent Packard to the dugout. In this inning Indianapolis runs over the pan and this gave the Senators a lead of two which the Senators were unable to overcome. The Senators made a valiant effort to pass the Hoosiers in their half of the seventh, but Glaze held them, although he was very wild, and the best the Senators could do was to put one over. In the ninth, although Friel's players succeeded in getting men as far as second and third, Glaze tamed Friel's band and held them runless.

The same teams meet today in the concluding game of the series, after which the invaders will go to Toledo for a four game series.

Baseball Tabloids

The Cubs made it eight straight wins Thursday when they took the Phillies into camp by a score of 2 to 0. Overall was wonderfully effective, as he allowed only one hit. At that, however, Moore allowed only three hits, and errors behind him lost the game.

STEARNS CATCHES BIG LEAPING TUNA

AVALON, Catalla Island, May 27.—The

AMATEUR GOSSIPS

Company H, Tenth Infantry, defeated the Abe Martins at Ft. Harrison. The score was 2 to 1.

India
 Delah
 Willie
 Hayde
 Carr,
 Murch
 Bower
 Spence
 Lewis
 Hard
 Tot
 Colu
 O'Rou
 Hinch
 Rosan
 Down
 Reff
 Odwel
 Quinl
 Carle
 Kaler,
 Goodw
 Cong
 Tot
 India
 Colum
 Cor
 Hinch
 Spence
 Sum
 By G
 off Gro
 Struck
 Two-b
 base b
 - Murch
 Hama
 lan;
 Quinl
 Passed
 and O
 Colu
 O'Rou
 Hinch
 Rosan
 Down
 Reilly
 Odwel
 Quinl
 Carle
 Packa
 Nelson
 Jame
 Tot
 Indi
 Delah
 Willie
 Hayde
 Carr,
 Murch
 Higgin
 Power
 Spence
 Lewis
 Graham
 Glaze,
 Millig
 Tot
 Jan
 Mill
 Colum
 Indian
 Two
 len ba
 Lewis
 Off
 ard,
 Glaze,
 Murch
 Bower
 nings;
 ham,
 nings
 Time

Plenty of Luck in the Game, but Results Come to the Teams Most Fully Prepared.

PROBLEM OF THE TIRES

Given models of similar speed capabilities, the chances of victory naturally favor the team that enters any given contest in the best state of preparedness. This is true of practically every sporting contest from sailing yachts to aeroplanes. It is even more important in automobile racing than it was with the old sailing yachts, because sometimes you could pull out a victory with one of the old hookers in spite of a green crew and poor rigging.

But with the automobile, where everything depends upon the perfection of a purely mechanical construction fully as much as on the driver's skill, the great secret of success lies in having every detail prepared in advance. Of course, there's lots of luck about the racing car, but in a long run luck lands oftenest on the cap of the fellow who comes on the track best prepared.

The "properties" which accompany the Buick Roadsters racing team outrival in bulk and complicated construction the baggage which a society belle would take with her for a summer's campaign at Newport. Besides the string of cars, there are all sorts of queer shaped trunks, boxes, chests and cases, containing extra parts, supplies, wardrobes and various equipment that experience has taught the team are necessary. Here are four odd looking cases that must weigh nearly a half ton each. They are something like a lady's huge wardrobe chest, but armed with heavy iron handles and huge ball bearing casters. When the four of these are set up on end in the repair tent at the race meet, they furnish in themselves a complete factory stock room and supply practically everything needed on a car from a cotter pin to a steering wheel.

When all the many details connected with the mechanism of the car have been looked after and every anticipated need supplied, there are the tires to be considered. You can only think of this with

are something to create valvular heart disease in the breast of your true economist. Economy can't even get a back seat in the field bleachers when tires are under consideration, for either a road race or a long track race. Two or three hours is the average span of life for a set of tires in a hotly driven race, and if through some bit of unusual luck a tire lasts six hours, some one must send a congratulatory wire to the tire manufacturer. The tires have not yet been made which can withstand the track friction and consequent heating that a long track entails. "Burning up miles" is an expression you often hear, but an entirely incorrect statement; to be correct, it should be, "burning up tires."

Then when the cars and their equipment are all carefully figured out, there are the needs of the nine or ten men to be con-

Senators Go D Double-Header

CARR'S MEN PLAY CONSISTENT GAMES BY ROUTING TWO OF

COLUMBUS, O., May 27.—Indianapolis concludes its series this afternoon with Columbus, after winning the double header yesterday. The pitchers will likely be Nelson and Glaze.

Winning double-headers from Columbus is no new story for Manager Carr and his tribe. Yesterday they did it through the hard hitting of the Columbus pitcher Kaler suffered in the first and Packard in the second.

Indianapolis drove Kaler off the mound and Goodwin succeeded him in the fifth inning of the first game.

For Indianapolis Hardgrove pitched a steady game in the first, the Senators hitting him frequently but failing to bunch bingles.

The double-header brought out a crowd

Pct.
.703
.058
.579
480

PROBLEM OF THE TIRES

Given models of similar speed capabilities, the chances of victory naturally favor the team that enters any given contest in the best state of preparedness. This is true of practically every sporting contest from sailing yachts to aeroplanes. It is even more important in automobile racing than it was with the old sailing yachts, because sometimes you could pull out a victory with one of the old hookers in spite of a green crew and poor rigging.

But with the automobile, where everything depends upon the perfection of a purely mechanical construction fully as much as on the driver's skill, the great secret of success lies in having every detail prepared in advance. Of course, there's lots of luck about the racing car, but in the long run luck lands oftenest on the cap of the fellow who comes on the track best prepared.

The "properties" which accompany the Buick Roadsters racing team outrival in bulk and complicated construction the baggage which a society belle would take with her for a summer's campaign at Newport. Besides the string of cars, there are all sorts of queer shaped trunks, boxes, chests and cases, containing extra parts, supplies, wardrobes and various equipment that experience has taught the team are necessary. Here are four odd looking cases that must weigh nearly a half ton each. They are something like a lady's huge wardrobe chest, but armed with heavy iron handles and huge ball bearing casters. When the four of these are set up on end in the repair tent at the race meet, they furnish in themselves a complete factory stock room and supply practically everything needed on a car from a cotter pin to a steering wheel.

When all the many details connected with the mechanism of the car have been looked after and every anticipated need supplied, there are the tires to be considered. You can only think of this with a shudder, for the tires of a racing car

of tires in a hotly driven race, and if through some bit of unusual luck a tire lasts six hours, some one must send a congratulatory wire to the tire manufacturer. The tires have not yet been made which can withstand the track friction and consequent heating that a long track entails. "Burning up miles" is an expression you often hear, but an entirely incorrect statement; to be correct, it should be, "burning up tires."

Then when the cars and their equipment are all carefully figured out, there are the needs of the nine or ten men to be con-

Senators Go D Double-Header

CARR'S MEN PLAY CONSISTENT GAMES BY ROUTING TWO OF

COLUMBUS, O., May 27.—Indianapolis concludes its series this afternoon with Columbus, after winning the double header yesterday. The pitchers will likely be Nelson and Glaze.

Winning double-headers from Columbus is no new story for Manager Carr and his tribe. Yesterday they did it through hard hitting of the Columbus pitcher Kaler suffered in the first and Packard in the second.

Indianapolis drove Kaler off the mound and Goodwin succeeded him in the fifth inning of the first game.

For Indianapolis Hardgrove pitched a steady game in the first, the Senators hitting him frequently but failing to bunch bingles.

The double-header brought out a crowd of 2,400 fans and there was never a sorer bunch of bugs than they. Indianapolis outplayed the Senators at every point in both games.

Baseball Tabloids

The Cubs made it eight straight wins

STEARNS CATCHES

Pct.
.703
.658
.679
.486
.421
.406
.385
.353

Pct.
.638
.571

Still
caref
and
warm
they
They
but a
attitud
cars
into
No. 1
were
There
great

In
Grah
work
of ev
of R
secon

The
seven
the

made
in th
them
best
over.

ers a
secon
band
The
cludi
the f
game

Auto Speed Races Means Laboratory Attention to Detail

Teams

TIRES

capability
ly favor
ntest in
This is
contest
It is
racing
yachts,
out a
kers in
gging.
every
on of a
fully as
e great
very de-
there's
but in
the cap
ack best

are something to create valvular heart disease in the breast of your true economist. Economy can't even get a back seat in the field bleachers when tires are under consideration, for either a road race or a long track race. Two or three hours is the average span of life for a set of tires in a hotly driven race, and if through some bit of unusual luck a tire lasts six hours, some one must send a congratulatory wire to the tire manufacturer. The tires have not yet been made which can withstand the track friction and consequent heating that a long track entails. "Burning up miles" is an expression you often hear, but an entirely incorrect statement, to be correct, it should be "burning up tires."

Then when the cars and their equipment are all carefully figured out, there are the needs of the nine or ten men to be con-

sidered. Take, for instance, the 24-hour race at Brighton Beach, starting at 8 o'clock in the evening. If the night happens to be cool, how uncomfortable drivers and mechanics will feel after a three-hour grind in the cold wind and dust-filled air.

Stiffened muscles and joints must be carefully looked after, eyes must be washed and cared for, hot food supplied and a warm cot furnished, for after a short rest they must bike out again to the track. They can rest three hours, if all goes well, but should anything happen to either substitute drivers or mechanics of their cars they must be ready to jump back into the race again at an instant's notice. No, the automobile race nowadays is not a mere pleasure outing for the contestants. There's a lot of work about it, but gee! it's great to win.

Senators Go Down in Double-Header Defeat

CARR'S MEN PLAY CONSISTENT BALL AND WIN TWO GAMES BY ROUTING TWO OF BILL FRIEL'S PITCHERS.

COLUMBUS, O., May 27.—Indianapolis concludes its series this afternoon with Columbus, after winning the double header yesterday. The pitchers will likely be Nelson and Glaze.

Winning double-headers from Columbus is no new story for Manager Carr and his tribe. Yesterday they did it through

In the second game Carr sent in Oscar Graham to complete a day's successful work. Oscar did the job to the satisfaction of everybody concerned, and with the aid of Ralph Glaze the Hoosiers won the second by a score of 4 to 3.

The Hoosiers went runless until the seventh, when a batting rally sent Packard dugout. In this inning Indianapolis

Ind
Del
Wit
Hay
Car
Mur
Bow
Spe
Lew
Har

T
C
O'R
Hlu
Ros
Dow
Reil
Odw
Quil
Carl
Kal
Goo
*Co

To
Ind
Colu
*C
H
IS
Su
By
off
gro
Stru
Two
base
Mu
Ham
lan
Quil
Pass
and

Co
O'R
Hin
Ros
Dow
Reil
Odw
Quil
Carl
Pac
Nels
*Jan

T
In
Del
Wit
Hay
Car
Mur
Hig
Pow
Spe
Lew
Gra
Gla
*M

Auto Speed Races Means Paratory Attention to Detail

Teams
TIRES

capabili-
ly favor
ntest in
This is
contest
It is
racing
yachts,
out a
here in
ging.
every-
on of a
fully as
the great
very de-
there's
but in
the cap
ack best

are something to create valvular heart disease in the breast of your true economist. Economy can't even get a back seat in the field bleachers when tires are under consideration, for either a road race or a long track race. Two or three hours is the average span of life for a set of tires in a hotly driven race, and if through some bit of unusual luck a tire lasts six hours, some one must send a congratulatory wire to the tire manufacturer. The tires have not yet been made which can withstand the track friction and consequent heating that a long track entails. "Burning up miles" is an expression you often hear, but an entirely incorrect statement; to be correct, it should be, "burning up tires."
Then when the cars and their equipment are all carefully figured out, there are the needs of the nine or ten men to be con-

sidered. Take, for instance, the 24-hour race at Brighton Beach, starting at 8 o'clock in the evening. If the night happens to be cool, how uncomfortable drivers and mechanics will feel after a three-hour grind in the cold wind and dust-filled air.
Stiffened muscles and joints must be carefully looked after, eyes must be washed and cared for, hot food supplied and a warm cot furnished, for after a short rest they must hike out again to the track. They can rest three hours, if all goes well, but should anything happen to either substitute drivers or mechanics of their cars they must be ready to jump back into the race again at an instant's notice. No, the automobile race nowadays is not a mere pleasure outing for the contestants. There's a lot of work about it, but gee! it's great to win.

Ind
Del
Will
Hay
Car
Mur
Bow
Spe
Low
Har
T
C
O'B
Hin
Ros
Dow
Reil
Odw
Quil
Carl
Kali
Gon
*Co
To
Ind
Col
*C
*E
*B
*S
By
off
gro
Stru
Two
base
-M
Ham
lan;
Quil
Pack
and
Co
O'B
Hin
Ros
Dow
Reil
Odw
Quil
Carl
Pack
Wels
*Jan

Senators Go Down in Double-Header Defeat

CARR'S MEN PLAY CONSISTENT BALL AND WIN TWO GAMES BY ROUTING TWO OF BILL FRIEL'S PITCHERS.

COLUMBUS, O., May 27.—Indianapolis concludes its series this afternoon with Columbus, after winning the double header yesterday. The pitchers will likely be Nelson and Glaze.
Winning double headers from Columbus is no new story for Manager Carr and his tribe. Yesterday they did it through their

In the second game Carr sent in Oscar Graham to complete a day's successful work. Oscar did the job to the satisfaction of everybody concerned, and with the aid of Ralph Glass the Hoosiers won the second by a score of 4 to 3.
The Hoosiers went roneless until the seventh, when a batting rally sent Packard into the dugout. In this inning Indianapolis

In
Del
Will
Hay
Car
Mur
Hin
Bow
Spe
Low
Gr
Glas
Mil