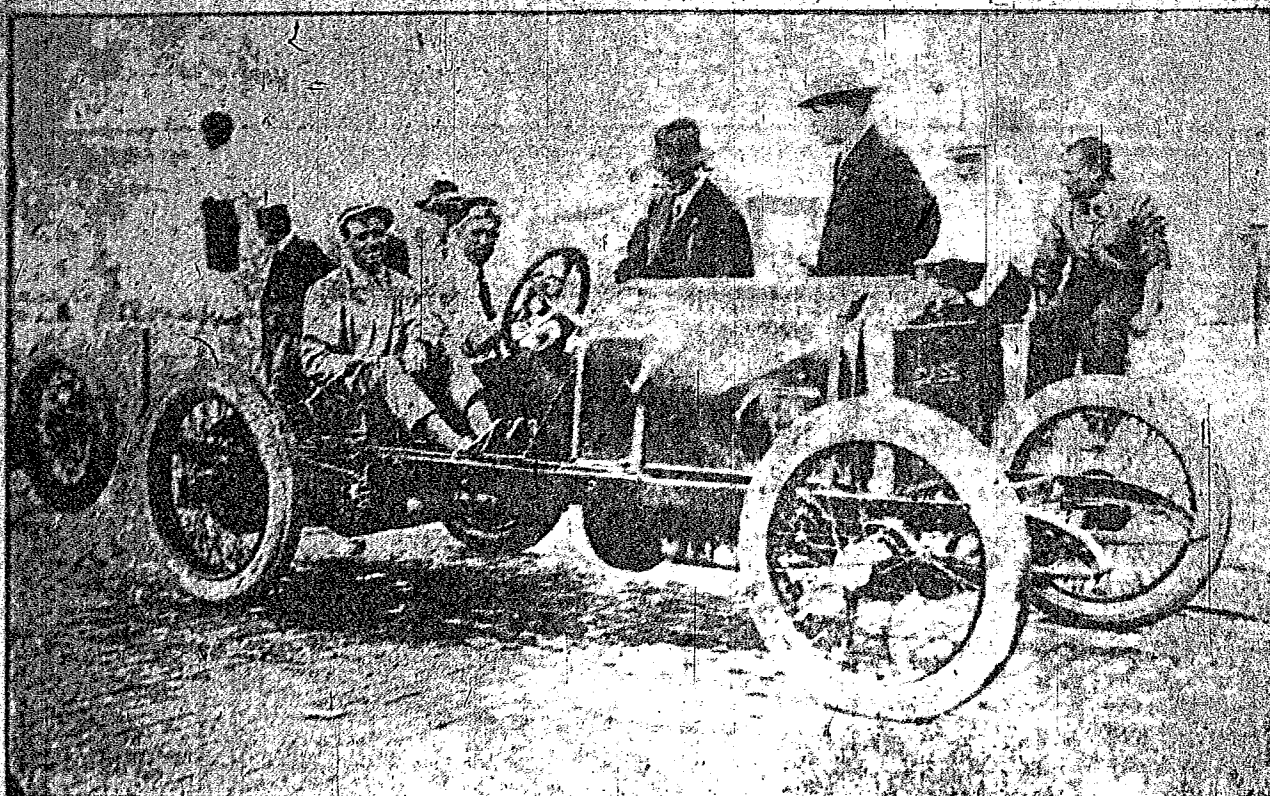


PROFIT BY EXPERIENCE OF LAST YEAR



DISBROW, IN CASE RACER.

A mere feeling out of the course being the object of the practice. The Mercer delegation arrived in town yesterday afternoon, complete with bag and baggage. No time was wasted downtown, but everything was immediately carted out to the track, where the team stayed overnight in order to be on hand bright and early today. All three of the drivers were scheduled to be on the track again this afternoon.

Case Team on Track.

The Case team likewise indulged in a workout during the early hours of the day. Disbrow and Nikrent indulged in a little experimentation to determine the exact size of the gear wheels they will want to use during the five-hundred-mile struggle, and to get the hang of the track. Their average time was about 1:50. Endicott did not appear, being busy putting a faster axle on his car. Much interest will center this year in the struggle between this driver and his brother Harry, who will pilot a Nyberg, both because of their kinship and the fact that their cars are both six-cylinders, the only American machines of this description in the race. The other six is a European car, the Runbeam. Bill and Harry, like all good brothers, are deadly rivals on the race track. If either beats the other he will crow over it for many moons.

The latest arrival on the course today was carded in Billy Knipper, in his brand new Henderson. Knipper was expected to show up for his debut this afternoon. It is said of his motor that it is one of the fastest in the race. Whether this is the case or not it was thought today's tryout would do much to determine. In appearance his car is unique, being constructed along lines of least wind resistance. It slopes from the front of the car well up to the wheel in a manner similar to Burman's cutting of last year, and ends in a rounded V-shaped tail in which the oil and gas tanks are housed. If Knipper lives up to his own and his car's reputation he will be counted among the most feared contenders.

Burman is Busy.

But, put the alcohol on the speed trials yesterday, Burman being the only one of the pilots who showed up for work. Doubtless he was making little improvements on his previous work in view of getting the best out of his car.

There will be no excess weight to top off the three Case entries in the five-hundred-mile race this year, as there was last, says Louis Disbrow, chief of the Wisconsin aggregation, who is shown in the above photograph at the wheel of the four-cylinder Jay-Eye-See, Jr., he will drive in the next contest. The Wisconsin made cars have been trimmed down so much already that it would be impossible to get off another pound without injuring them in some way. Even the steel floor boards have been cut out wherever it was possible to shave off the last remaining ounces. Their net weight is well under two thousand, making them the lightest cars in the race.

As will be noted in the photograph, the fours, two in number, are very trim and neat looking craft, almost diminutive in size as compared to the other machines on the track. This impression is helped by the fact that their fuel tank is mounted behind and slightly below the rear axle, where it is practically invisible except when seen from the rear. Two novelties in construction are presented by the cars in that they employ chain drive, and left-hand steer, a practice uncommon in American racing machines. Their design was worked out entirely by the racing crew of the concern, with the full consent of the factory, after last year's disastrous experience, when a theoretical expert did the work and turned out two large shanklike creations that were menaces to the drivers and other cars.

The third machine is different from the rest, being a shaft driven six-cylinder. Though slightly larger, it is just as good looking a job. Its speed, it is said, is slightly greater than that of the fours, which probably accounts for its title, which is that of Tornado. Bill Endicott will be its driver. The fours will be piloted by Disbrow and Nikrent.

Construction under the trained eye of coach Joe Casey, and is now putting up one of the best brands of ball ever seen on McKean field. In fielding, batting and base running, the team has picked up wonderfully, and Patterson has also received some pointers in twirling when are out-cultured to fool several more of the Wabash batsmen. This will be the third game of the series between the teams, each now having one victory to their credit.

With the shaving made by the cut-

and first in a dual meet; or third in the conference and first in two dual meets," shall be given the varsity "I." It is the standard six-inch "I" and is the official recognition of athletes.

Members of the wrestling teams who have received six or more points are to be given the varsity "I" cap. Points count from dual and conference meets.

STANDING OF TEAMS

American Association.

	Won.	Lost.	Pct.
Columbus	15	10	600
Louisville	15	14	513
Kansas City	17	14	551
Indianapolis	12	12	500
Milwaukee	15	14	517
Minneapolis	14	14	500
St. Paul	12	15	444
Toledo	10	18	357

National League.

	Won.	Lost.	Pct.
Philadelphia	15	7	683
Brooklyn	17	9	654
New York	13	13	500
St. Louis	14	13	513
Chicago	15	14	517
Pittsburg	12	16	429
Boston	10	14	417
Cincinnati	9	19	321

American League.

	Won.	Lost.	Pct.
Philadelphia	17	6	789
Cleveland	15	6	707
Washington	15	6	683
Chicago	17	12	586
Boston	11	16	407
St. Louis	12	18	400
Detroit	9	16	361
New York	7	18	380

Federal League.

	Won.	Lost.	Pct.
Chicago	4	1	800
Cleveland	4	1	800
Indianapolis	4	1	800
Pittsburg	4	1	800
Cincinnati	2	2	500
St. Louis	2	2	500

Central League.

	Won.	Lost.	Pct.
St. Wayne	14	1	931
Grand Rapids	13	2	869
Springfield	11	3	778

STATE CONV  
F. A. M. O

FIRST MEETING  
DENISO

24-HOUR RUN

The falling of O the Denison hotel will open the first Indiana of the nation of American gates were expected clubs being allowed ten members of affiliated with the this apportionment motorcycle Cluo will at the convention, county commission lematical as to the that will attend commissioner, says tween thirty and ing on the conditio Many of the delega motorcycles.

The convention y tonight at the Den sion tomorrow me polis Motorcycle O the Denison will of the meeting, morning will be the convention.

Expect M

Mayor Shank was in Indianapolis to make a short and turn the keys of visitors. F. T. W card with the mot dress the conventi own choosing rega ters. Guernsey Va program. State E expected to disser side of the motora has the authority American Motorcycle race meet and the F. A. M. auspices.

The last thing a a smoker and mys delegates are adm line not to miss a considerable specia mysterious number refused to divulge Saturday morning will be held. O F for re-election as g up to date he has act of the morning election of the de convention at Pe o'clock the convent

Start Twenty

Immediately after row the twenty-ou entrants will get up at 12 o'clock sharp five entrants at no it was not expected would start. The

YESTERDA

American  
At Milwaukee-Pire  
Louisville  
Milwaukee  
St. Charles-Smith  
Watson and Hump  
O'Brien  
Second game  
Louis  
Milwaukee  
St. Charles-Smith  
Watson and Hump  
O'Brien

## DISBROW, IN CASE RACER.

of the course being the  
The Mercer dele-  
town yesterday after-  
bag and baggage. No  
downtown, but every-  
tely carted out to the  
um stayed overnight in  
d bright and early to-  
ne drivers were sched-  
rack again this after-

### m on Track.

likewise indulged in a  
e early hours of the  
Nikrent indulged in a  
ion to determine the  
gear wheels they will  
the five-hundred-mile  
get the hang of the  
re time was about 1:30.  
appear, being busy put-  
on his car. Much in-  
his year in the strug-  
river and his brother  
ot a Nyberg, both be-  
hip and the fact that  
six-cylinders, the only  
of this description in  
er six is a European  
Bill and Harry, like  
are deadly rivals on  
either beats the other  
t for many moons.

on the course today  
Knipper, in his brand  
nipper was expected to  
out this afternoon. It  
that it is one of the  
Whether this is the  
thought today's tryout  
determine. In appear-  
que, being constructed  
wind resistance. It  
nt of the car well up  
manner similar to Hur-  
st year, and ends in a  
tall in which the oil  
poured. If Knipper  
and his car's reputa-  
nted among the most

There will be no excess weight to lop  
off the three Case entries in the five-  
hundred-mile race this year, as there was  
last, says Louis Disbrow, chief of the  
Wisconsin aggregation, who is shown in  
the above photograph at the wheel of the  
four-cylinder Jay-Eye-See, Jr., he will  
drive in the next contest. The Wisconsin  
made cars have been trimmed down so  
much already that it would be impossible  
to get off another pound without injuring  
them in some way. Even the steel floor  
boards have been cut out wherever it was  
possible to shave off the last remaining  
ounces. Their net weight is well under  
two thousand, making them the lightest  
cars in the race.

As will be noted in the photograph, the  
fours, two in number, are very trim and  
neat looking craft, almost diminutive in  
size as compared to the other machines  
on the track. This impression is helped  
by the fact that their fuel tank is mount-  
ed behind and slightly below the rear  
axle, where it is practically invisible ex-  
cept when seen from the rear. Two nov-  
elties in construction are presented by  
the cars in that they employ chain drive,  
and left-hand steer, a practice uncom-  
mon in American racing machines. Their  
design was worked out entirely by the  
racing crew of the concern, with the full  
consent of the factory, after last year's  
disastrous experience, when a theoretical  
expert did the work and turned out two  
large fishlike creations that were menaces  
to the drivers and other cars.

The third machine is different from the  
rest, being a shaft driven six-cylinder.  
Though slightly larger, it is just as good  
looking a job. Its speed, it is said, is  
slightly greater than that of the fours,  
which probably accounts for its title,  
which is that of Tornado. Bill Endicott  
will be its driver. The fours will be  
tooled by Disbrow and Nikrent.

struction under the trained eye of coach  
Joe Casey, and is now putting up one of  
the best brands of ball ever seen on  
McKeen field. In fielding, batting and

and first  
conference  
shall be g  
standard  
recognition  
Members  
have recei  
be given  
count from

STA

Columbus  
Louisville  
Kansas City  
Indianapolis  
Milwaukee  
Minneapolis  
St. Paul  
Toledo

Philadelphia  
Brooklyn  
New York  
St. Louis  
Chicago  
Pittsburg  
Boston  
Cincinnati

Philadelphia  
Cleveland  
Washington  
Chicago  
Boston  
St. Louis  
Detroit  
New York

Chicago  
Cleveland  
Indianapolis