De Diorects THE PARTIES. NAMING A RACING CAR IHY E. A. Moross. Myer since the beginning of automotile racing it has been the custom to hame the racing cars. Sometimes this has been done by the owner, sometimes by the press and in a few instances the public has performed the task. Cars have been given names suggestive of speed, weather, animals and even of Pluto himself. The first car to receive a name in this country was the famous Mercedes owned by W. K. Vanderblit and driven by Hear! Fournier. After covering a mile in 1:08 on a track which then held the world's record, the car was dubbed the Red Devil. This was on account of its color and speed which at that time was considered remarkable. ale The next car of note was old 949, the Ford racer with which Barney Oldfield rode to fame and fortune, making that F#, the erigreat name that has clung to him since. Then came the Winton Builets, Nos. 1, 2 est and 3. These cars were made in succession by the Winton company and piloted by Alexander Winton, Barney Oldfield, Earl Riser, Charlie Graham, Goradt and 933. SXto me nen The White Flyer was so called by the 10 White company, but on account of the BVB noise the car made when well under way in the hands of Webb Jay, the public changed the name to Whistling Billy, and this claim to it in spite of the first name suggested by the owners and the press.

The Peerless, Green Dragon was so in+ reved kes uch imnamed on account of its color as well as from the fact that it snorted life out of the open ports. This was the first racer built with the present open ports for exhaust, ium. for ver erly whi ma

geles motordrome the two consistent per orming racers are called the Peril, since they defeated all entries in the long distance events at the last Ascot

park neet.
Another peculiarity in the naming of the Marmon cars, they have always been the Marmon cars, they have always been named as a team instead of individual The Lightning Bens, Oldfield's new per-

former, is also a car of name and fame. Oldfield always permits the press to name his cars. George Robertson on the contrary, hever of seldom drives in a named car. The enthusiasts speak of Robertson in his Simplex or Robertson in his Locomobile, Oldfield and the Dragon or Oldhald and the Lightning The Minner are referred the Speedway Wasps, the Hornets of the Hill, the Yellow Peril, the drivers new mentioned. This is a peculiar this in the naming of rading cars, in fact peculiarly known in regard to no other sport. The season of 1910 promises to show a list of new names and faces in the of metoring and next season without out out a long list of additional names. out doubt a long list of additional names

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season this afternoon on Stuart field. The

Boiler Makers and the Quakers were to clash in the opening game of the schedule. The Purdue men have been prac-ticing steadily for a month and have rounded into good condition. In the practice yesterday afternoon it was plainly demonstrated that the players had developed quite batting eye, and two and three-baggers were rapped out consistently. The attendance was expected to be the heaviest that has ever been recorded for a hamball some of Street and the players had dever been recorded for a hamball some of Street and the players had been recorded.

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The Quakers, however, were expected to put up a good brand of ball. The team

lined up as follows: catcher, Sebald; Purdue-Pitcher, Charters;

first base, Hier; second base, Guepel; third base, Brown; shortstep, Binder; left field, Myers; center field, Summy; right field, Sargent.
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Elder Reserves at Franklin The Elder Reserves will make a sec-

attempt to open the season Franklin Sunday, last Sunday's contest being called off on account of rain. The Reserves will reave on the 11:10 They have a few open dates and would like to book games with fast independent and semi-professional teams in the state. The Reserves made a good showing last season and Manager Elder feels confident that the team he has got together this year will rank among the topnotchers when the season comes

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When the Marmon company painted its racing cars yellow it took long chances, as a car of that has which falls to score is bound to become the subject of unfavorable comment. The yellow stream and yellow journal have become appropriately remembered. But the Marmon car has been a great winner and every place that the car has won it has been given a different name by either the public or the press, and the name has stuck to the car in that locality only.

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