

NAMING A RACING CAR

[By E. A. Moross.]

Ever since the beginning of automobile racing it has been the custom to name 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. Vanderbilt and driven by Henri 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.

The next car of note was old 999, the Ford racer with which Barney Oldfield rode to fame and fortune, making that great name that has clung to him since. Then came the Winton Bullets, Nos. 1, 2 and 3. These cars were made in succession by the Winton company and piloted by Alexander Winton, Barney Oldfield, Earl Kiser, Charlie Graham, Gorndt and others.

The White Flyer was so called by the White company, but on account of the noise the car made when well under way in the hands of Webb Jay, the public changed the name to Whistling Billy, and this clung to it in spite of the first name suggested by the owners and the press.

The Peerless Green Dragon was so named on account of its color, as well as from the fact that it snorted fire out of the open ports. This was the first racer built with the present open ports for exhaust, the racing rules preventing that style of car up to that time. It was also a fame maker for Oldfield and was named by the press. Numerous other cars at that time were the Pope Blizzard, the Pope Tornado, the Mercedes Flying Dutchman, the Fiat Cyclone, which is still in the game, the Premier Giant Killer, the Packard Gray Wolf, the Peerless Blue Streak, the Stearns Big Ben, also an Oldfield car, the Lightning Bug Stanley, the Christie Dreadnaught, the Red Bird, the Stearns Gray Hound, the Chalmers Blue Bird, the National Old Glory, and many others. One peculiarity of the naming of racing cars, with but one exception, has been that the name given a car has always clung to it, after the public, or press, have finally named it, with but one exception, that exception being the yellow painted consistent performing Marmons.

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geles motordrome the two consistent performing racers are called the Yellow Peril, since they defeated all entries in the long distance events at the last Ascot park meet.

Another peculiarity in the naming of the Marmon cars, they have always been named as a team instead of individual cars.

The Lightning Bens, Oldfield's new performer, is also a car of name and fame. Oldfield always permits the press to name his cars. George Robertson on the contrary, never or seldom drives in a named car. The enthusiasts speak of Robertson, in his Simplex or Robertson in his Locomobile, Oldfield and the Green Dragon or Oldfield and the Lightning Benz. The Marmons are referred to as the Speedway Wasps, the Hornets of the Hills, the Yellow Peril, the drivers never being mentioned. This is a peculiar thing in the naming of racing cars, in fact a peculiarly known in regard to no other sport. The season of 1910 promises to show a list of new names and faces in the sport of motoring and next season without doubt a long list of additional names will be added.

FIRST GAME AT PURDUE.

Boiler Makers and Quakers Clash on Stuart Field.

[Special to The Indianapolis News.]

LA FAYETTE, Ind., April 9.—All was in readiness for the opening of the baseball 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 practicing 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 a 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 baseball game on Stuart field.

Captain Meyers expected his men to register a victory in the opening game. The Quakers, however, were expected to put up a good brand of ball. The team lined up as follows:

Purdue—Pitcher, Charters; catcher, Sebald; first base, Hier; second base, Guepel; third base, Brown; shortstop, Binder; left field, Myers; center field, Summy; right field, Sargent.

Earlham—Pitchers, Hays and Larrance; catcher, Grench; first base, Bruner; second base, Wilson; third base, Dowler; shortstop,

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When the Marmon company painted its racing cars yellow it took long chances, as a car of that hue which fails to score is bound to become the subject of unfavorable comment. The yellow streak and yellow journal have become synonyms for unpopularity and are names easily 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.

At the last Indianapolis motor speedway meet the Marmon cars were dubbed the Wasps of the Speedway. At the Atlanta track they were called the Yellow Jackets. At the Vanderbilt course they were called the Hornets of the Hills. At the Los An-

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Earlham—Pitchers, Hays and Larrance; catcher, Grench; first base, Bruner; second base, Wilson; third base, Dowler; shortstop, Brubaker; left field, Reagan; center field, Stanley; right field, Bierd.

Elder Reserves at Franklin.

The Elder Reserves will make a second attempt to open the season at Franklin Sunday, last Sunday's contest being called off on account of rain. The Reserves will leave on the 11:10 car. 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 to a close. The team has been equipped

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