QUAKERS GET A SHOCK

Lose First Football Game of the Season to Ursinus Team.

TRIAL FOR THE NEW RULES

Some Objections Made to Four Periods — Open Play General.

RESULTS OF FOOTBALL GAMES YESTERDAY.

Ursinus, 8; Pennsylvania, 5.
Indians, 6; Villanova, 0.
Williams, 0; Rensselaer, 0.
Mass. Agricult'l, 0; Rhode Island, 0.
Lafayette, 31; Bloomsburg, 0.
Ohio State, 14; Otterbein, 0.
Minnesota, 34; Lawrence, 0.
Western Maryland, 3; Dickinson, 0.

[By Telegraph to The Tribune.]

Philadelphia, Sept. 24.—Ursinus College, with a team splendidly equipped with veteran material and complete in its mastery of new football, defeated the University of Pennsylvania in the opening game of the 1910 football season to-day by the score of 8 to 5. There was no question whatsoever concerning the superiority of the visiting eleven. They excelled Pennsylvania in the use of the forward pass and gained twice as much ground in straight line plunges as the Red and Blue. Ursinus scored a goal from placement in the first period, and in the third a forward pass, followed by a forty-yard run, resulted in a touchdown.

It was not until the fourth period that Pennsylvania was able to score. It was made by Ramsdell, who was about the only man in the eleven able to advance the ball. After giving due credit to Ursinus for the superior and plucky game the team played, the fact remains that the eleven Pennsylvania sent on the field was by no means representative of her real strength.

This was due to the fact that Hutchinson, Scott and Marks, three of the four regulars from 1909, were kept on the side lines by injuries or because of scholastic difficulties. Four of the men who were sent into the game in the last period had been out for the team only three days. The left side of the Quaker line was wofully weak, for it was through this side and around this end that Ursinus made all her gains.

Ursinus simply swept the Pennsylvania players off their feet in the first period, and by the splendid execution of a forward pass and the recovery of an onside kick, had the ball within scoring distance. From the 25-yard line Gay kicked a goal from placement against the wind. Ursinus scored again in the third period, when Pownall took the ball for a forty-yard run after getting it on a splendid forward pass. Hough, the Pennsylvania quarterback, met him on the 10-yard line, but the Ursinus man brushed the little Quaker aside and scored easily.

In the fourth period Sommer put Pennsylvania within scoring distance by the recovery of a forward pass on her own 35-yard line. In three plays, with Sommer and Ramsdell carrying the ball, it was taken to the 12-yard line. Then Ramsdell went tearing through the left side of the Ursinus line, and with half a dozen tacklers clinging to him, made the score.

The Quakers tried hard to score again, but poor interference made it impossible. As a last resort, Thayer tried to tie the score with a goal from field, but his kick went wild, and time was called before the Pennsylvania machinery could get going again.

As an exhibition of new football the game left much to be desired. It was the opinion of both sides, particularly of the Pennsylvania coaches, that the division of the game into four periods was of no value and that it slowed the game up. The periods were of only eight minutes' duration, and the play was no sooner started, it seemed, than the timekeeper stopped it.

There were four penalties inflicted for giving assistance to the runners, three against Ursinus and one against Pennsylvania. The game, while played hard, was remarkably free from roughness, and only once was it necessary to take out time for an injury. Ursinus did not make use of the rule permitting the resubstitution of a player, and, in fact, went through the entire game with the same line-up. Pennsylvania made a number of changes.

After the game Dr. Carl Williams, of Pennsylvania, who, with Percy Haughton, of Harvard, helped draft the new rules, gave it as his opinion that two evenly matched teams would find it almost impossible to score, and that the defence looked to be proportionately too strong for the offence. He said he would favor either the reduction in the distance to be gained from ten yards to five yards, or to allow a runner to receive the assistance of at least one player.

The line-up follows:

Ursinus (8).	Position.	Pennsylvania (5).
Gerges	Left end	Kaufman
R. Thompson	Left tackle	Murphy
Yohe	Left guard	Miller
Quay	Centre	Harmer
Doucherte	Right guard	Irwin
K. Thompson	Right tackle	Cozens
Shoaker	Right end	Large
West	Quarterback	Hough
Pownall	Left halfback	Young
Isenberg	Right halfback	Harrington
Gay	Fullback	Thayer

Substitutes—Pennsylvania: Spruance for Kaufman; Kenny for Spruance; Pike for Murphy; Dillon for Harmer; Shoemaker for Irwin; Kaufman for Large; Somer for Young; Ramsdell for Harrington.

Touchdowns—Pownall, Ramsdell. Goal from field—Gay. Referee—Dr. A. H. Sharpe, Yale. Umpire—McCarty, Germantown. Field Judge—Crowell, Swarthmore. Head linesman—Sigmund, Lafayette. Length of game—Four eight-minute periods.

CRESCENT TEAM VICTOR

Montclair Beaten in Fast Soccer Game by Brooklynites.

Montclair, N. J., Sept. 24.—Sturdy defensive play on the part of the association football players of the Crescent Athletic Club, of Brooklyn, on the grounds of the Montclair Athletic Club this afternoon prevented scoring by the home team and enabled the Brooklyn clubmen to tally their second victory by the score of 4 to 0 in the championship series of the Field Club Soccer League of New York and New Jersey.

There was good aggressive play throughout, and at one stage an element of roughness was introduced, to which the Crescents, however, were quite equal. W. D. Andrews and W. C. McClelland, backs for the visitors, held their own exceedingly well, and the forwards, freed from worry, scored once in the first half and three times in the second. W. F. Jackson, inside right, and J. Kendall, inside left, were each credited with two goals.

The line-up:

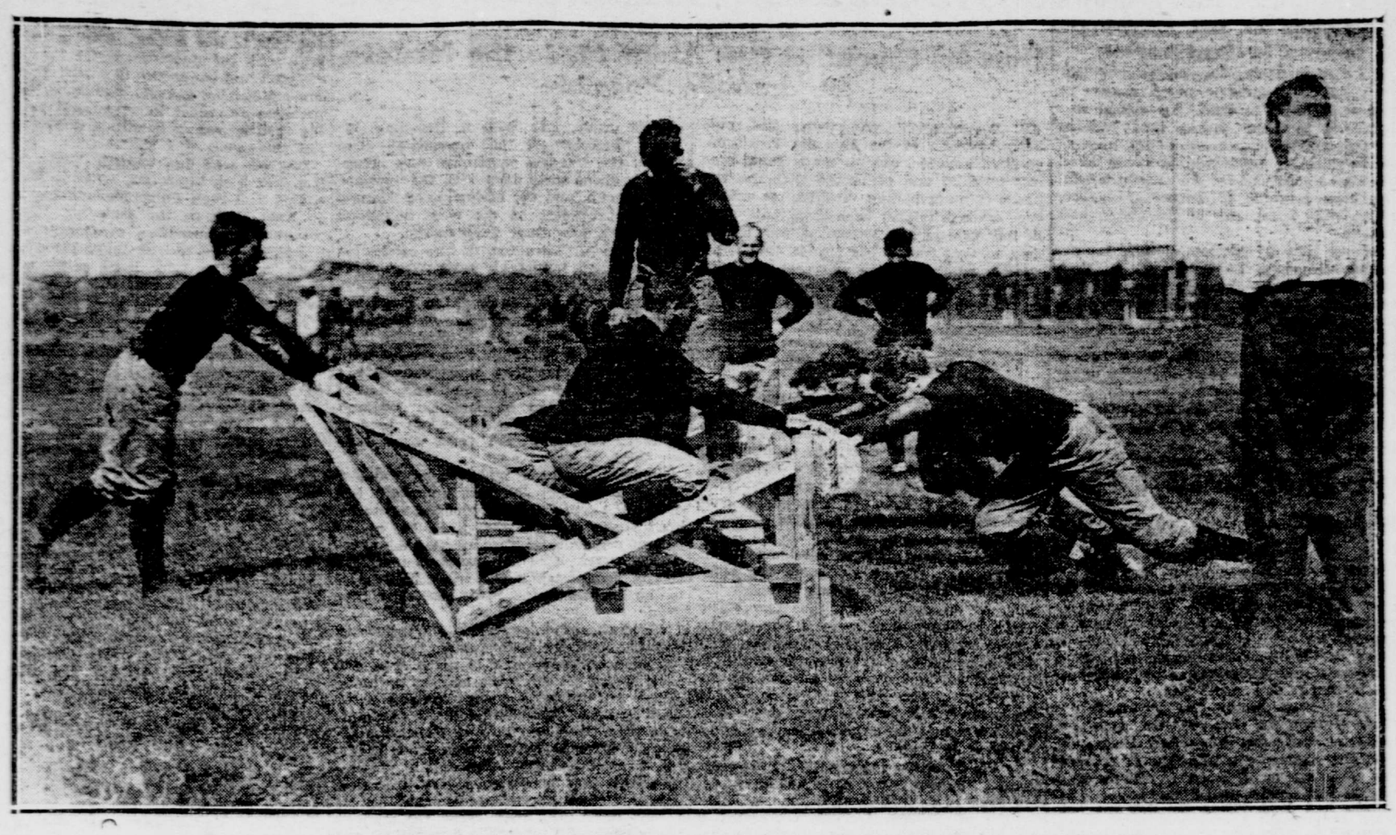
Crescent A. C. (4).	Positions.	Montclair A. C. (0).
Salter	Goal	Roll
Andrews	Right back	Webber
McClelland	Left back	Murray
G. Jeffers	Right half	Nelson
Armstrong	Centre half	Deutschler
Humphreys	Left half	Kidder
W. Jeffers	Outside right	Craig
Jackson	Inside right	Gilbertson
Kerr	Centre	Raetzer
Kendall	Inside left	Weil
Clegg	Outside left	Dien

Referee—C. Creighton. Linesmen—J. Jeffers, Crescent A. C., and W. Robinson, Montclair A. C. Goals—Jackson (2), Kendall (2), Crescent A. C. Time of halves—Forty minutes.

VIRGINIA WINS OPENING GAME.

Charlottesville, Va., Sept. 24.—University of Virginia, 10; William and Mary College, 0.

HARVARD FOOTBALL MEN AT WORK WITH THE BUCKING MACHINE.



CAPTAIN WITHINGTON, ON LEFT, COACHING HIS MEN TO DEVELOP THEIR FULL POWER.

TIGER OUTLOOK BRIGHT

Roper and Fitzpatrick Raise Hopes of Students.

NEW RULES WELL LIKED

Princeton Football Team This Year Lacks Veterans, but Expects to Win.

[By Telegraph to The Tribune.]

Princeton, N. J., Sept. 24.—Once more the Princeton football team has started work under a new coaching system, but this year the coaching system is not the only department that has been changed, for there is a new trainer, a new set of rules with which to work and, lastly, an almost new set of candidates from which to develop a winning eleven.

At the close of last season prospects for a good showing another year were gloomy enough, but the outlook has been steadily brightened, until at the present time hopes are running high for a successful season. Of the men who started last year's Yale game only Captain Hart and McCormick are eligible to play this year, a fact which under ordinary circumstances would be rather disheartening, but with the new rules, last year's substitute material and the members of the championship freshman eleven the students are confidently expecting great things.

W. W. Roper, '02, who returns to Princeton after a year's absence, during which he coached the football team at the University of Missouri with great success, has always been a great advocate of the open game in football, and is right in his element with the new game. Roper not only holds the place of head football coach, but is also director of all sports at Princeton, and since he has held that place Princeton has won the intercollegiate championship in hockey and defeated both Yale and Harvard in baseball. The students are taking this as a good omen for the championship in football this year.

E. H. W. Harlan, '08, a former all-American halfback; R. M. Brown, '08, a former 'varsity end, and P. E. Waller, guard on last year's 'varsity eleven, will be Roper's regular assistants throughout the season, but as in former years some of the old stars will be back to help for a week or so toward the end.

Perhaps the greatest asset this year is the securing of the services of Keene Fitzpatrick as trainer. In past years one of the greatest troubles with Tiger football teams in the games with Yale has been lack of condition. In 1906, 1907 and 1908 Princeton clearly outplayed Yale in the first half of the game, only to fail in the final period. The score in 1906 resulted in a tie, but in 1907, with a lead of 11 points in the first half, Ted Coy and his band of gridiron warriors, trained to the minute, came back in the second half and scored 12 points before time was called. It was the same way in 1908 when, after one of the most wonderful exhibitions of the open style of football that had ever been seen, Princeton again led with 6 points, but was finally beaten 11 to 6. To be sure, Coy was one of the chief factors in these games, as was the weather, but lack of condition seemed to be another of great importance. Fitzpatrick comes here from Michigan, where he has been very successful, and his work in developing speed in the players is already noticeable.

Although there has been practically no scrimmage work yet, the practice of the last ten days has brought out the fact that the Tiger squad this season is going to be one of the fastest in years. Pendleton, who was such a marvel on the freshman team last year, promises to be a star of the first water, and Ballou is another man who should be heard from often in the next few months.

Captain Hart is in excellent condition this fall and is faster than ever before. Hart was considered a second Coy in his freshman year here, but the constant discussion over his neck and the headgear which he was forced to wear evidently had some effect on his work last year and he failed to live up to his reputation. This season, however, the best surgeons in the country have given Hart a clean bill of health and he will not wear the freak headgear, which was of considerable hindrance before.

WOES OF GRIDIRON OFFICIAL

First Game's Long Wrangles Over Interpretation of Rules.

Boston, Sept. 24.—The trials of an umpire in a minor baseball league are slight compared with the duties of gridiron officials who assumed the direction of the opening college and academy football games played under the new rules on New England fields to-day.

In several instances the game was halted after nearly every play by disputes over the interpretation of the rules, and players were frequently penalized for infractions. The Massachusetts Agricultural College and Rhode Island State teams practically abandoned any attempt to analyze the new conditions, and resorted to the old-fashioned line bucking and more familiar plays. At Williams, where Rensselaer Polytechnic Institute met the home team, much uncertainty developed as to the working of the rules.

No particular feature of the new play was given such a test as to warrant any deduction being made as to the advantages or demerits of the change in the conditions.

CRIMSON BACKS BRILLIANT

Break Away Time After Time for Long, Dodging Runs.

[By Telegraph to The Tribune.]

Cambridge, Mass., Sept. 24.—Harvard wound up the week on Soldiers' Field with a hard forty-five minutes' scrimmage this afternoon, in which two teams from the 'varsity squad were again sent against the second team. In the first twenty minutes the 'varsity combination, known as Team B, scored four times, and in the last twenty-five minutes Team A scored three times.

It was an afternoon in which individual brilliancy showed up strongly. In the first scrimmage it was Wigglesworth and Graustein who were doing the spectacular running. Twice Wigglesworth broke through the line on quarterback runs and got away for scores, once running fifty yards, and the other time thirty-five yards to the goal line. Graustein's dodging runs through the line and around the ends fully held up the reputation which he earned last season on the freshman team.

On the other 'varsity eleven Campbell and Corbett were the stars and showed up well. The most varied style of attack was displayed by the first team, which held the ball continuously. Line plunges from formations were used most frequently, but forward passes, end runs and "fake" plays were sprinkled through the scrimmage.

Taking the afternoon's play as a whole, a considerable improvement was noted over Friday's work in the handling of the ball and the work of the two lines, which gave better protection to the backs and opened the way in a better shape.

STATEN ISLAND MEN WIN

Outclass Oritani Field Club in Soccer Football Game.

Outclassed by their opponents in the second round of the initial championship series of the Field Club Soccer League of New York and New Jersey, the players of the Oritani Field Club, of Hackensack, N. J., were defeated by the team of the Staten Island Football Club by the one-sided score of 10 goals to 1, on the grounds of the Staten Island Cricket and Tennis Club, at Livingston, yesterday afternoon.

Although it was their first game of the season the Staten Islanders were much at home on the gridiron and experienced little difficulty in beating down the defence of the visiting team.

With the score at 5 to 0, Roughton opened the second half with a hard drive into the visitors' net, which was followed by another by Van Laar. At this stage the Jerseymen captured the ball and Captain Parry rushed it through for Oritani's only goal of the game. The line-up:

Staten Island (10).	Position.	Oritani F. C. (1).
Jenkins	Goal	Versfelt
Van der Zee	Right back	Bisset
Steinthal	Left back	Ewen
Ledgard	Right half	Ward
Richardson	Centre half	Jones
A. Ross	Left half	Chrystal
Whitelaw	Outside right	Barriskill
Benton	Inside right	Swann
De Wilde	Centre	Parry
Van Laar	Inside left	Porter
Roughton	Outside left	Haydock

Referee—E. Moore, Passaic. Linesmen—A. H. Dale, Staten Island, and A. J. Clarke, Oritani F. C. Goals—Van Laar (4), Roughton (2), Benton (2), De Wilde (2), Staten Island; Parry, Oritani. Time of halves—Forty-five minutes.

Praise New Gridiron Rules

Yale Coaches Think Better of Football Regulations Since Trying Them Out in Practice.

[By Telegraph to The Tribune.]

Lakeville, Conn., Sept. 24.—Yale football men are right in the thick of the application of the new rules, and confusion is rampant. The day of theory is past, and players and coaches are struggling to apply playing moves to the interpretations of the rules. Scrimmaging has been held daily since Monday, although for two days it was simply of the end run type. For four days line bucking has been tried, and it seems certain that the game this fall will be a scoring one. One of the coaches said to-day in speaking of the condition of things:

"Since Yale came here the drill has been aimed at developing the offence. The attack has been cultivated, and practically no attention has been paid to the defence, except as the second team tries to check the plays of the 'varsity and the 'varsity naturally attempts to stifle the attack of the second team. Almost no scientific coaching on the defence has been tried, and the players will probably return to New Haven next week with none. What can be done in developing scoring plays has been the problem since the team came here. In other words, can a consistent, connected play or game be made from the new code of rules? The progress of things is encouraging, and the game should possess some bright features under the rules which have been devised."

What will happen when formal attempts are made to develop a defence to the plays which prove to be formidable is a puzzle the solution of which is as yet fully in the future.

Yale coaches think better of the rules than they did before the team reported here for practice. They were then fearful that the game would prove disconnected and irregular, and that wranging over the possibilities would creep into practically every scrimmage. Head Coach Coy said, in speaking of the rules:

"They have certainly given us a better game than we feared we might have this fall. It will be a fast game, and Yale has some excellent backfield material to play it."

Captain Fred Daly said, in discussing the game:

"The belief that the game would prove easy physically to play has been dispelled by the two weeks' practice since the players came here. We have had no severe injuries, but the game is little less exhausting than the old game, it seems to me."

George T. Adee, the coach, who has been here all the week with the backfield candidates, said in speaking of the beginning of the season next week:

"I am hopeful that an interesting game can be made out of the new code. There is certain to be some confusion at the start, and the officials are certain to find themselves in trouble for a long time, but little by little clearness will come in the application of the rules."

The Yale team has two days more of practice here. It will work here on Monday and on Tueseday morning, leaving for New Haven Tuesday afternoon and meeting Wesleyan on Yale Field on Wednesday. Yale will not have a single bit of advantage over the Methodists this year in point of field, as the players will not work on their own ground till play is called in the Wesleyan game. The Yale line-up is far from settled, as only Captain Daly and Howe of the veterans are here. Kilpatrick has not reported, and Vaughan will not play.

Some first class end rush and backfield material has been shown, but the mid-line work has been backward, largely because of failure of coaches to develop it. A special effort has been made to bring here guard and tackle coaches for the last part of the stay or the candidates.

The squad has reached the limit of the dormitory accommodations of the place and includes fifty players. Three elevens have worked in the signal drill regularly. It is probable that some twenty-five players will be used in the Wesleyan game.

SIGNAL DRILL FOR TIGERS

Roper Bans Scrimmaging, and Has Not Used Dummy.

[By Telegraph to The Tribune.]

Princeton, N. J., Sept. 24.—The first real scrimmage for the Tiger football squad is still a thing of the future, for the coaches once more kept the players at work to-day on the fundamentals of the game, no tackling being allowed, except during the regular tackling drill. So far the dummy has not been used in tackling, which is unusual. Instead of having the men tackle a dummy, the coaches have been picking one of the candidates, and with an open field before him he attempts to get away from one of the other players, who is ordered to down him. Whether Coach Roper intends to substitute this plan for the dummy tacking altogether no one knows, but at present this has been the only practice in tackling the men have had.

Less time was devoted this afternoon to the forward pass than during the other practices this week, and more time was spent in the signal drill and in starting quickly.

The 'varsity ran through the formations with more smoothness than yesterday, and had learned the signals better. A thorough knowledge of every play and formation is what Roper desires before any scrimmaging is done, and the individual player is being thoroughly grounded in his particular duties.

With this foundation to work upon, the men will be well prepared for scrimmage work when it starts, and besides this Trainer Fitzpatrick wants them in a little better condition before beginning the more strenuous work of the season.

McCormick, Woodle, Ballou and Bard practised punting for a half hour, and different squads of men were sent down under each punt. The work of Pendleton, Sparks, Sawyer and Monroe in handling the punts was excellent.

The 'varsity squad as it lined up to-day is much lighter than in many years, but it is faster, and speed is what Princeton is relying upon. The first game will be played a week from to-day with Stevens.

DE PALMA SMASHES RECORD

Sets New World's Mark for Ten Miles in Automobile.

Philadelphia, Sept. 24.—Ralph De Palma, in a Fiat car, lowered the world's automobile record for ten miles on a circular track, held by himself, on the track of the Belmont Driving Club at Narberth, near here, to-day. He covered the distance in 8:31 1-5. The former record was 8:48, made some time ago at St. Paul.

The track was in fine condition for the trial, and when the daring driver had covered half the distance it was seen that, barring an accident, he would set up new figures. When it was announced that he had clipped 16 4-5 seconds from the world's figures he was loudly cheered as he drove around the track.

The exhibition was given under the auspices of the Norristown Automobile Club.

MISS MORRIS A GOOD SAILOR

Finishes a Close Second in First Race She Ever Sailed.

[By Telegraph to The Tribune.]

Greenwich, Conn., Sept. 24.—Miss Cora Morris, daughter of Judge A. H. Morris, of New York, and granddaughter of John A. Morris, of Morris Park fame, sailed her first boat, the Wild Thyme, in to-day's wind-up race for the Larchmont's interclub class off the Indian Harbor Yacht Club, and carried away a second prize. She was only defeated by the Babbette, sailed by its owner, Judge Robert H. Clark, of the New York Court of Appeals, by 2 minutes 58 seconds.

Because of the accident to Lawrence Darr in the morning his boat, the Triton, was sailed by Judge Sims and Frank Bowne Jones. George E. Gartland acted as judge.

The summary: The Babbette, R. H. Clark, 2:58:50, 2:48:50; the Wild Thyme, A. H. Morris, 3:01:05, 2:51:05; the Dagmar, P. J. Tierney, 3:10:40, 3:00:40; the Lewanna, L. G. Spence, 3:11:20, 3:00:20, and the Triton, L. Darr, 3:10:48, 3:00:48.

PLAY THAT COST PENNSYLVANIA ELEVEN A GAME.

Pownall, the Ursinus halfback, making forty-yard run for a touchdown after receiving a forward pass.

ROMANCE OF THE CAMPS

Centres of Feverish Haste and Incredible Labor.

CARE OF RACING DRIVERS

Harlow Hyde Recounts Scenes in the Pits and Tells of Ignition Worries.

Harlow Hyde, who has written on "Ignition Troubles and Scenes at the Racing Camps," is in charge of the field and advertising work of the Bosch Magneto Company. He is a rarely close student of "men and things," and his constant contact with motor racing matters has supplied him with a great fund of special knowledge which is most interesting. The human, dramatic and romantic sides of great races and racers find keen appreciation in Mr. Hyde's mind.

By Harlow Hyde.

Nerve, daring, skill and judgment the Vanderbilt drivers have, but, more than any but the insiders realize, every man who drives a roaring speed machine has also great and deep knowledge of his car and its subtly complex gas engine. Back of the daring and headlong rush to seeming destruction every one knows there must be months of practice to acquire skill to control those 60, 90 or 120 horsepower monsters. Every trick of the trade must have been mastered by a man before he can hope for a chance at the wheel at the Vanderbilt, the Grand Prize or even lesser races. But how many people are there who give these drivers half the credit they deserve for downright scientific knowledge of their engines acquired by months and months of patient study and grimy, unromantic work?

You have leaned, perhaps, out of a box and been amazed at the lightning-like repair work, or the replacement of tires at the pits underneath you. The feverish activity excited you almost as much as a grilling speed duel, and if a tire or rim stuck you tried to help by sheer will power and wishing. If you possess a stop watch you often time tire replacements. If so, you begin to see the bigger romance of worth and work beneath the brilliant daring of these great drivers and masters of cars. And you see that a race is a contest and a scientific experiment in a great outdoor laboratory.

At a speedway meet this summer a youngster by the name of Knight flashed to fame by winning in a long race against big cars. The press stand fairly hummed with his praise when, after eighty miles, he was seen to be a probable factor in the finish. When he came home second, following a rumbling 100-horsepower car, every one wanted to grasp his hand. In the first place, the boy was young; in the second place, he had driven a masterly race, showing judgment, nerve, daring and knowledge; but more than all the rest the performance was wonderful because the young driver was practically his own racing team. He had no pit full of helpers in case of need. He had no one to signal to him and coach him from "the side line," and, moreover, he had had practically no aid whatever in the practice and tuning up before the race. That was the great marvel.

It is in practice and tuning up that the drivers and their helpers demonstrate what master mechanicians they are. You will often see engineering skill of no mean degree exhibited in racing camps, and if you come on the men unawares you are likely to hear a deeply technical discussion about design and what improvement they will put "into next year's model." Visit such a training camp and you will perceive that the practice and "tuning up" are quite as interesting and exciting as the race itself. It is here that the drivers apply the scientific knowledge gained by long months of close work. Every part of the car is examined, inspected and adjusted. Not a detail is overlooked. The racing driver and his mechanician do all they can; the factory technical men and the engineers do their part, and outside experts are called in to advise and inspect or adjust those marvellous little instruments, the magnetos. Every effort is made to bring each part of the car into that perfect condition that spells efficiency.

These practice spins each day are not entirely to familiarize the driver with the course. The car is being tried out, and on the return to the camp you can often hear a call go up for this man or that whose knowledge of some particular part or equipment is to be relied on. Perhaps they call for the magneto man. I've heard that call, and several times seen a smiling magneto expert find some trivial thing or other not quite right; and often it was not at all an ignition defect, but some slight valve or carburetor trouble. But it helps to have the man of special knowledge close at hand, for he knows the last word about his apparatus, and if he can show the man "from Missouri" his way is easy. Needless to say, only such magneto men are sent.

Then there is the not infrequent episode of an ignition expert discovering some defective setting of an instrument—a magneto set just a shade wrong and the car not getting its full speed, for instance. Just the slightest readjustment between races, not three months ago, turned a car from a close second one day to a close first the next day, and against the same rival. No wonder that manufacturer's racing manager always asks the magneto company to "be sure and send that Bosch man, B."

It often happens that at long-drawn-out contests some of these ignition experts have nothing to do. At a recent twenty-four-hour race at Brighton Beach the experts of the Bosch Magneto Company had about three seconds' work during the whole twenty-four hours of constant racing, and seven out of the nine cars engaged in the contest were equipped with this ignition. But an hour or two after dawn one of the cars came in for fuel and supplies, and the driver and his mechanician went over the car carefully while the fuel was being poured in. The inspection showed that everything was in proper order, and the mechanician started to crank the car. One of the Bosch men standing some distance off heard the motor stutter and miss in an attempt to start, and immediately hurried over, saying: "There's something wrong with your ignition." He asked if they had done anything, and they said they had simply looked at the magneto.

"But you didn't screw the carbon brush tight again," chuckled the Bosch man, as he screwed it home. After that the car was cranked on the quarter turn and was sent on the track. Now, that might have developed into a serious case of missing, if the car had got out on the track with that loose carbon brush; but the magneto man was on the job, and his ears were keen, even if he had been without sleep during the greater part of the night. It pays to be on the job, and the magneto men follow the races pretty faithfully, because they can serve their manufacturing customers even if most of their time is idle on their hands.

NEWS OF THE ATHLETES

After an intermission of two weeks, athletic activities will be revived at Celtic Park this afternoon, when the Galway Men hold their annual games. A long list of running races, along with several field contests, will entertain the spectators. Besides the athletic races, a Gaelic football struggle between the ancient bitter rivals, Kilkenny and Kildare, should furnish an abundant amount of excitement for lovers of that sport.

HOW ROBERTSON TRAINS

Finds That Driving Car Constantly Helps Most of All.

SAYS BRAINS WIN RACES

Only Fun in Racing Is When There Is a Man Ahead To Be Passed and Beaten.

George Robertson is generally regarded as America's foremost competitive automobile driver. He has been racing for seven years, and has won countless events on track and road. He won the Vanderbilt Cup in 1908, and has won the Fairmount Park race in Philadelphia two years in succession and the Lowell in 1909. He is well known in New York and his most recent performance of note about here was the winning of two match races from Ralph De Palma.

By George Robertson.

A great many people have asked me how I train for automobile racing. I always tell them that I just drive a car every minute I can, eat plenty of plain, simple food, drink no alcohol and smoke no tobacco. That's all.

An automobile racing driver does not train in the sense that an athlete preparing for a track contest or a football player trains. The most valuable thing he can do is to drive a car all he can.

I find that if I am out of the driving seat for a time the muscles of my hand, forearm and upper arm get stale. But the more I drive on the track, around town, anywhere, the better shape I am in.

There is nothing specially that I eat. It must be plain food, and it must be nourishing food. I remember when we were lying at Crown Point, Ind., waiting for the Cobe trophy race we all ate ham and eggs three times each day. There was nothing else. It did us good.

Another thing that the racing driver must be careful of is his eyes. Now, I wear goggles, and if my eyes get bad after a long course I wash them out with boracic acid. A driver's eyes are of the utmost service and importance to him.

Now, as to the preparation for a big event like the Vanderbilt Cup. The first thing a man wants to do is to be satisfied with the car he is going to drive—as to its speed, and more as to its ability to stand up under him, do what he makes it do and develop no weaknesses. I am going to drive a Benz in the Vanderbilt Cup race, and you may be sure I would not drive it unless I was satisfied that it was the car for me to drive.

Vanderbilt practice is in the morning, between 5 and 8 o'clock.

I go down to the camp about 3:30 a. m. and am ready to take the car out about daybreak. The first thing on a new course is to study the curves, the banking, the width and all that sort of thing. On a course like the Vanderbilt I'll take the car around perhaps ten times each morning. I'll see how the car takes the turns, find out how I should handle each turn and how I should handle the stretches. Coming into and going out of a turn means a great deal in a big road race.

You know a man rides a race with his brain. His body does automatically to the car what is necessary. It's like walking or anything else of that kind. The body comes to be a part of the car, but the brain is the thing that wins races.

Now, a lot of drivers try to take a turn without shutting off, without slowing down. They lose time that way. They will skid and slither, and precious seconds are lost squaring away. I will come into a turn going perhaps forty-five or fifty miles an hour. Then I'll brake hard, so that when I am at the point of the turn I'll be going perhaps only four or five miles an hour. But it's the going out of the curve fast that counts. This method of taking curves saves the car and the tires. Two things the racing car needs—good brakes and quick acceleration. I always have the second gear ready, coast into the curve and throw the second in for getting out fast.

We take the car out and practise. If any little thing goes wrong on the course we stop and make the adjustment right there. At 8 I have breakfast, and then my mechanic and myself wash the car. Now, when I say "wash it" I mean just that. It has a bath of kerosene from the tires up. When it is through that bath there is not a speck of dirt on it anywhere. Of course, in this washing it gets a most careful inspection.

The inspection and washing are so thorough that it takes until about noon to finish the job. I work myself, overseeing the entire force of men at the camp. Then in the afternoon we loaf around and perhaps work on the car—it's always working on the car, to make it more perfect and more right.

So it goes every day, sometimes not getting to bed till pretty late until the day before the race. The morning before I'll take the car out for a lap or two to see that she is all right.

Then she'll be brought in for her final grooming. After she is put into shape, about noon the day before, nothing is done to her till she is taken out to the tape the next morning.

I find that a regular army suit is the best thing I can wear. I also wear a woollen shirt, because it keeps me warm and absorbs any perspiration. I figure it out that the army must have thought it out pretty carefully. Then I wear khaki trousers and leather leggings. I prefer the leggings to the puttees, because the leggings are more solid. They protect the legs more in case of accident. I always use a skull racing cap, with a handkerchief tied to the top to wipe off my goggles.

As I said before, we think more than we drive. We are always thinking about the fellow ahead of us. When we pass him we don't forget him, either, although it is the mechanic's duty to keep track of him, but we are wondering how far back of us he is, when he is going off for tires and gas, etc. I must know just what my tires are doing, how my tanks are holding out. When I am in the lead, then I am more careful than at any other time in the race. I never win a race till it's over. No race is ever done or won till it's over.

There is no fun in a race when a man is way ahead, but when he is being pushed, when he has got to use his brain every second, then it is the finest sport in the world. Now, as to danger, the practice is as dangerous as the event itself, of course, and that is one reason why a driver must be sure of his car every minute. I prefer long races myself, because they eliminate the freak cars and weak drivers early, and those are the things that make a race dangerous.

I have always driven carefully and have had only one accident of any account as yet. That was in practice in 1908. My steering knuckle broke and wrapped the car around a telegraph pole. One minute I was driving and the next I woke up in bed with a broken collarbone. My mechanic was smashed up worse.

But you never think of the possible danger of the race—you simply can't—or you would never race. I arrange all the signals to let me know where I am from my pits. In a word, the whole camp works with me to win and I drive the car. Competition—there's the fun of the game. Once in Los Angeles I was late in getting out to the tape in a ten-mile handicap. I was scratch, and the others were two miles ahead before I started. Of course, I didn't expect to do anything, and didn't, but I rode the whole race, trying my best to catch that bunch, and I had the time of my life.