

ADDITIONAL SPORTS

Pits The Scene Of Real Race Thrilling Times With The Repairers

BY ROBERT PAUL HOLLIDAY

The pits were hot, yes indeed very warm, and the dust rolled over onto the side of the track, in clouds so thick, that as far as a race was concerned, no enjoyment was garnered from the speed duel by the pitmen. Their reward was the knowledge that they worked fast and hard, and sent away the riders, with rehabilitated machines, to make another desperate try for first honors, or at least a piece of the money.

Prior to the race everything was worked out by the denizens of the repair pits down to a certified certainty. Each man knew just what he was going to do in case of anything wrong. When gas and oil were required, men had been told off to supply them in double quick time. So thorough was this organization, that the needed kick, required so much by the motors, was shot into them in less than a minute's time.

In the Indian pit, things were slung into and onto the machines with such haste, that at one time Grave was equipped with both back and front wheels in less than five minutes.

After the riders were sent away, the pitmen settled down to a nice little rest, occasionally casting strained and anxious glances in their direction. The men didn't have much time to do anything else beside that, as on the first lap around, in came Montgomery howling for new spark plugs, considerable dirt having been acquired in his first rest. Again they settled back for a little rest, and to take things easy, and again they were waked out of their lethargy by Perry, Monty's team mate, asking for a little tightening up in the gear case, where a screw had worked loose.

Things progressed then with their accustomed wont, and time was taken by

the repair men to cool their dust-raked throats with a little lemonade, pop, or what ever happened to be handy. Solner on his Merkel rammed in for a tuning up, his magneto having acquired a case of stage fright or something like that. He was helped out, and sent away rejoicing, only to roll in again, complaining of the same old trouble. Several times he did this and at last gave up the ghost and stayed where he was put, taking solace in the troubles of the other riders.

The Harley team was particularly fortunate in not having to stop, except for gas and oil. Crandall made his first stop at the end of 60 miles and took on a fresh supply after that he stopped a couple of times, but never suffered an accident of any sort. Wolters his team mate was in the same boat as far as luck was concerned.

Loi Perry, riding an Excelsior, admitted by all for his nervy riding and liked for his modest demeanor, practically gave up his chances to win when at the start, he mounted his ported machine. He made good as long as the machine held together, but after about 20 fast miles, a broken cam lug inside relegated him to the side lines.

Ellie Wilson, came in once for gas and oil, and got the Merkel shooting again, only to go out and blow a tire and break a frame all at the same time.

Joe O'Connell had good luck, and was thought to be in the cash, when some unknown power loosed a piece of glass in the bottom of the crank case, and busted same, allowing the oil to deluge the ground along the track for a long stretch. He also retired to the side lines to join the has-beens.

Now cometh one William Gerig, venge the "Hard Luck Kid". Mounted on an old machine, averred to be about ready for the scrap heap, Willie

stopped at the pits more than all the rest put together. When he finally went out with a broken chain, about the only original part of the machine was the motor and a front wheel, also the frame. Time after time he left the pits rejoicing that at last he had gotten her to shooting, only to make a lap or so, and then come crippling in for more repairs. Spark plugs push rod, exhaust valve spring, and a tank were all added to make heavy work for the Indian men, and break Bill's heart. His gas tank sprung enough leaks to qualify as a perfectly respectable city sprinkling wagon. His oil tank also

CHAPTER OF ACCIDENTS

Being a List of the Reasons Why Five Riders Retired From the 200 Mile Race

No. 1—Merkel, Ellie Wilson. Wilson picked up a big nail in his rear tire on the back stretch. When the machine hit the rim, the jar at his terrific speed, pulled the frame in two and broke the engine loose from its bolts. Wilson saved a fatal spill by miraculously riding and was soon ambled sorrowfully across the alfalfa.

No. 2—Merkel, Solner. At the end of twelve miles, Solner came in without any power. A flood of oil put his magneto out of business.

No. 4—Indian, O'Connell. O'Connell broke the glass oil gauge in his crank case, and after he had pumped his oil tank dry, froze his engine.

No. 7—Indian, Gerig. Gerig had every sort of trouble known to racing, losing oil and gas out of leaky tanks, losing a push rod, valve springs and other needful things. His final trouble was a broken chain.

No. 9—Excelsior, Perry. Broke a lug off the inside of the crank case, putting cam mechanism out of business.

Tucson Protests Kane's Decision On Steal Home

(Special to The Republican)

EL PASO, May 31.—Umpire Kane's decision calling MacMurdo out at home when he attempted to steal with the bases full and with two strikes and three balls on Slagle in the seventh inning was received with noisy protest by the big holiday crowd. Manager Brashers made a formal protest of the game. McGlynn in the box threw the ball to Bliss who tagged MacMurdo at the plate. Without calling a ball or a strike, Kane declared the runner out. Brashers claimed it was the fourth ball and MacMurdo was entitled to come home. President Brown wired

a protest to President Hughes against Kane working in any game in which Tucson participates and says his team will refuse to play.

Both McGlynn and Walter Slagle pitched good ball. Knight's double in the ninth and Perrine's and Mather's singles won the game in the ninth which was tie up to that time. Daddy Made his fifth homer of this series. Mather also made a homer.

Score—
R. H. E.
El Paso 291 000 101-5 11 2
Tucson 211 000 000-4 10 2
Batteries—Glynn and Bliss; Slagle and Callan.
Umpire—Kane.

developed an emptiness in the same manner, but was stopped up with a rag.

Montgomery evidently developed an aversion to riding in company with his competitors. He was in the pits the major portion of the time. He went out after about a hundred miles and took up the next half or three quarters of an hour rebuilding his machine, something having gone wrong with the exhaust. When he did get going, the Ex. pitmen heaved a big sigh of relief and offered up gods of prayers that nothing more would happen, and it didn't. All the time the men were breaking their necks to get his machine back on to the track. Perry his team mate, perched himself calmly on the fence and offered all sorts of advice, which was rejected or used, as was seen fit.

The San Francisco to Honolulu yacht race, scheduled for June 12, has been called off.

OLD MAN TROUBLE

(Continued from Page Four)

drawing away from even Bob Perry's ported Excelsior with apparent ease. Graves rode in unusual tough luck. He changed both wheels, in less than five

into the pits. He spent much time there at various points during the race, but always made plucky attempts to get back.

Graves drew the smile of the changeable dame first and led cleanly to the 25th mile, with Wolters and Crandall riding like Castor and Pollux in the famous star group. But Ole Min Trouble called upon Marty to visit his helpers in the 25th mile.

Lorenzo Boddy went in after two miles and was followed closely by Solner and Montgomery again.

Notes on the Race

At the fifteenth mile, Graves was 25 seconds ahead of Wolters. Marty lapped Wilson the next round, after which his shutting off as he approached the curves became noticeable.

Crandall leaped into a hundred yard lead over Wolters in the 23rd mile, but when thirty bags had been reeled off, the Harley expert was leading the amateur again. Wolters held his lead until the 19th mile, when he entered the pit before crossing the tape for fuel. While refilling, Crandall again assumed the lead and held it until the 13th lap, when his team-mate again went ahead, and from then to the end of the contest was never in serious danger.

Crandall took third at the end of the first mile and held that place until the Harley stopped, then going into second place. He held his position until the sixteenth mile, when a stop for fuel let Gerig go into second place. Bill, the much abused rider, who gets all the old scrap iron to ride, was putting up a magnificent race, and proving the mettle that's in him. Had he ridden a machine as fast as that of Crandall, he would have given the other local boy a hard run for his money.

Crandall wove through the field to second place, and when Wolters stopped for his one filling of gas, took and kept the lead safely for his pal. He went back into second place in the 13th mile, and stayed there for the rest of the race. Graves was consequently third in spite of his numerous stops. He showed every time he was running that he had all the speed stored away in his right valved belly.

Joe O'Connell, whose machine never did shoot right after about the sixteenth mile was passed by Gerig in the 19th lap. In the 62nd Wilson went into fourth place. Wolters had done 67 miles and in eighth at the end of the first hour. Crandall broke the 100-mile track

TEMPE LOSES AGAIN BUT MAKES UPHILL FIGHT FOR HONORS

Bears Can't Seem to Solve Combination Put Forth by Husky Puddlers of Smelter Town. Make Uphill Fight All Way

(Special to The Republican)

HAYDEN, Ariz., May 31.—Tempe made a good up-hill fight today against the Smelter Town grabbing 4 runs in the eighth and 1 in the ninth but were unable to overcome the Smelters 7 run lead. It was an interesting game and exciting in the last two innings when the visitors showed signs of life.

Score—
R. H. E.
Tempe 000 000 41-5 8 4
Smelter 300 010 305-7 10 2
Batteries—McGowan and Morris; Cowan and Duncan.

Record of Don Johns by two minutes, clipping the first century in exactly 22:35. John's time was something under 25.

Lap Times of the Leaders
Following is the official time of the leaders at the end of each ten-mile period, counted as a lap, and making twenty divisions in which the race was scored:

Miles.	Rider.	Elapsed Lap Time.
10	Graves	8:57 8:57
20	Graves	17:55 8:58
30	Wolters	26:10 8:55
40	Wolters	35:09 8:53
50	Wolters	44:09 9:00
60	Wolters	52:05 8:56
70	Wolters	62:10 9:05
80	Wolters	71:15 9:05
90	Wolters	81:26 10:11
100	Crandall	1:02:35 11:09
110	Crandall	1:14:35 9:00
120	Crandall	1:26:35 9:00
130	Wolters	2:01:20 10:55
140	Wolters	2:10:20 8:59
150	Wolters	2:18:52 8:52
160	Wolters	2:27:25 8:53
170	Wolters	2:37:23 9:58
180	Wolters	2:46:43 9:29
190	Wolters	2:56:00 9:57
200	Wolters	3:07:27 11:27

Firestone

WINS First & Second

Wolters 1st 3:07:27 1/5
Crandall 2nd

Without a Change in Two Hundred Mile Motorcycle Race at State Fair Grounds Memorial Day

NOTE---

Wolters rear tire was used on Front Wheel in 300 mile race at Venice and the 150 mile race at Oklahoma City

Actual Size 5-inch "Non-Skid" FIRESTONE

- Fig. 1. 7 plies of Sea-Island fabric in Firestone — some are satisfied with 6.
- Fig. 2. Extra coating of finest rubber between fabric layers in Firestone — not in the ordinary.
- Fig. 3. 1/2 inch Pure Para Rubber cushion layer in Firestone — none in the ordinary.
- Fig. 4. 3/32 inch Breaker Strip of Sea-Island fabric and high-grade rubber in Firestone — less in the ordinary.
- Fig. 5. 1/2 inch Tread, tough, resilient, gripping in Firestone — less in the ordinary.
- Fig. 6. 1/2 inch side wall of strongest rubber in Firestone — less in the ordinary.
- Fig. 7. Firestone Bead, built into tire specially for clincher rims in Firestone.

In the ordinary tire the clincher part of bead is only a patch applied to straight side type to fill "clincher" space.

Yet you pay only \$39.80 for this 37x5.5 inch Firestone NON-SKID — 20% below the average of four widely advertised makes.

Actual Size 3-inch "Plain Tread" FIRESTONE

- Fig. 1. 4 plies of fabric in Firestone — 3 plies in the ordinary.
- Fig. 2. Extra coating of finest rubber between fabric layers in Firestone — not in the ordinary.
- Fig. 3. 1/2 inch Pure Para Rubber cushion layer in Firestone — none in the ordinary.
- Fig. 4. 1/8 inch Breaker strip of high-grade fabric and high-grade rubber in Firestone — same quantity in others.
- Fig. 5. 1/2 inch Tread, tough, resilient, in Firestone — less in the ordinary.
- Fig. 6. 1/2 inch side wall of strongest rubber in Firestone — same quantity in others.
- Fig. 7. Bead of extra cohesive strength in Firestone — same in others.

Yet you pay only \$9.40 for this 30x3 Firestone — less than 5% more than four widely advertised makes.

Firestone Prices to Car Owners

	Case Round Tread	Case Non-Skid	Grey Tube	Red Tube
30 x 3	\$ 9.40	\$10.55	\$2.20	\$2.50
30 x 3 1/2	11.90	13.35	2.60	2.90
32 x 3 1/2	13.75	15.40	2.70	3.05
34 x 4	19.90	22.30	3.90	4.40
34 x 4 1/2	27.30	30.55	4.80	5.40
36 x 4 1/2	28.70	32.15	5.00	5.65
37 x 5	35.55	39.80	5.95	6.70
38 x 5 1/2	46.00	51.50	6.75	7.55

Firestone Prices In Public Favor

ABOVE we show some of the inside reasons for the growing demand for Firestone Tires and Tubes. This demand increased our output last year alone 78%. This demand brought to us 50% more dealers last year. This demand, because of inbuilt Service, has made us grow into the largest organization of tire specialists in America.

Nothing but Mileage. Mileage at the lowest cost, plus every feature of real service, would have done this.

And nothing short of Firestone quantity and quality of materials can possibly deliver this mileage and riding service.

You need that extra layer of fabric in the Firestone — 4 plies instead of 3 in the small size — 7 plies in the 5-inch Firestone, for instance, instead of only 6 in the ordinary.

You need that cushion stock in the Firestone. There is none of it in ordinary tires. Yet it is impossible to build a full service tire without a cushion layer under the breaker strip. You must have it to prevent bruising and overstraining the fabric.

Firestone Tires have never been built down to a price. You will find everything in a Firestone that ought to be there. Fire-

stone Tires are vulcanized by the "two-cure" process. This is more expensive than the "one-cure," but it allows rigid inspection in the making and eliminates fabric buckles and other defects.

The sections show these things—the mileage proves them. Ask any neutral repair man which manufacturer gives the most in quality. He cuts into all makes of tires. He knows.

Firestone Tubes Prove Firestone Economy

Firestone Inner Tubes at a lower price than all other established makes may seem too good to be true. But read the price lists. See your dealer. It is a fact. None have equaled Firestone quality in tubes. You can judge that before buying.

Firestones look quality, feel quality, weigh quality. The bulk of pure rubber is there.

Then why is Firestone lower in price? Specialized production on an enormous scale is one reason. The largest exclusive tire and tube factory in America cuts cost for you.

Specialized marketing facilities of international scope is another reason. America's largest distributing organization de-

voted solely to tires and tubes cuts costs for you.

The specialist at buying saves you some more. The Firestone policy of small profit to win largest demand saves you more.

The low overhead costs and interest charges on the Firestone business save you more.

These are the reasons why you get the supreme quality of Firestone Tubes at even less than others charge.

The fact that the tube is the very heart of the tire, the foundation of tire service, and also that tube quality is easily judged, forces a fairly high standard among all recognized makers. And having to even approach Firestone quality, others go beyond in price.

The same relative difference, which means a bigger advantage to you, exists in the tire prices and values.

So compare tires and tubes, inside and out. Compare the prices. Compare the service records among your acquaintances—then get Firestones from your dealer and enjoy "Most Miles per Dollar."

For Sale at **FORD GARAGE** 316 E. Adams
Most Miles Per Dollar