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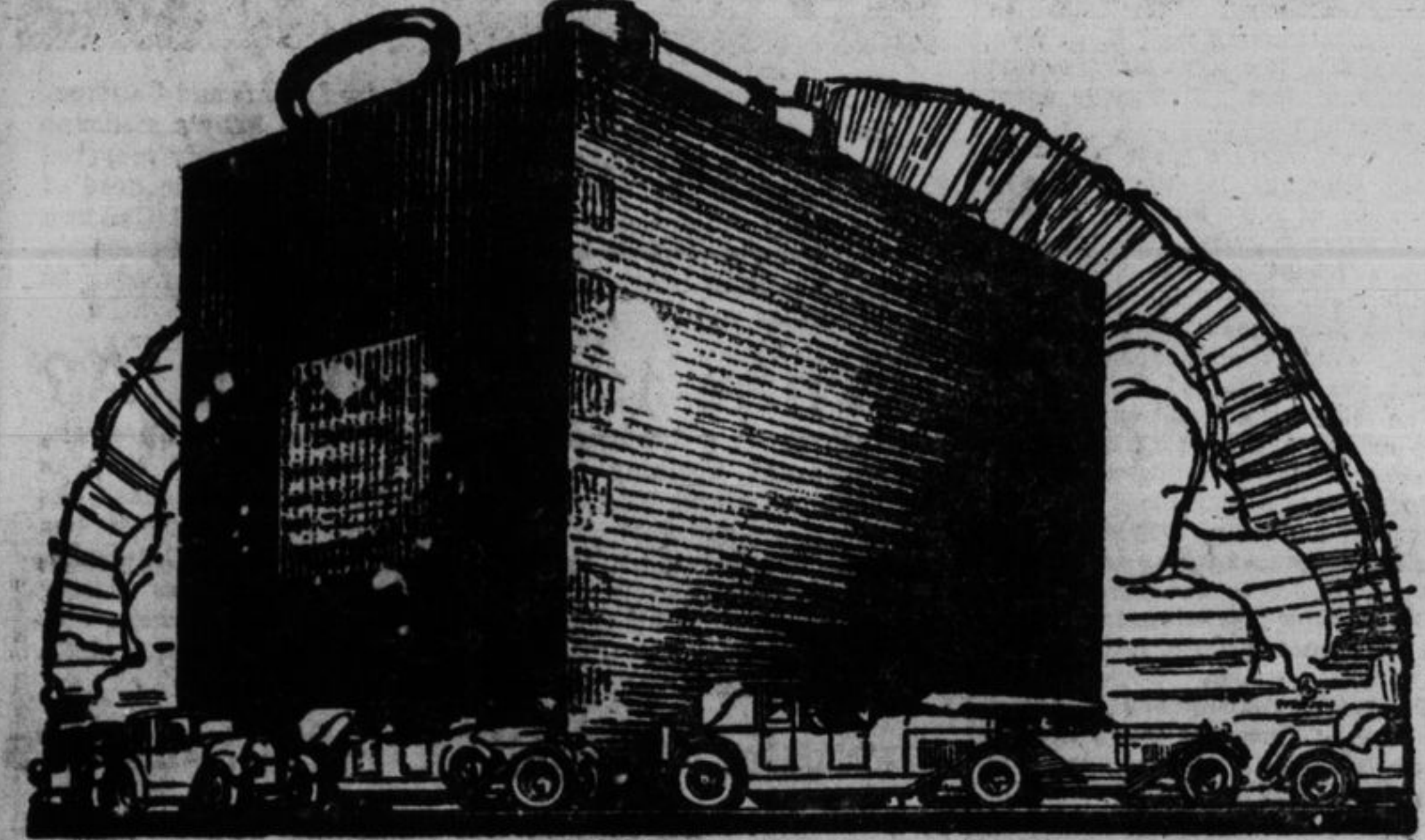
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Detroit and St. Louis played the longest game in the American league last year, battling sixteen innings before the Browns got the decision. In this game Shocker, the

star pitcher of the Browns, was put out of the game by the umpire in the 14th inning, and the recruit Pratt took his place and got credit for the victory.



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THE LONG-LIFE BATTERY FOR YOUR CAR

HINTS FOR THE MOTORIST
 by ALBERT L. CLOUGH.

The Ear As A Trouble Detector
 The Car That "Sounds Good" Is Usually A Well Conditioned One

WHEN A DOCTOR WANTS to find out the condition of the human machinery he listens to the heart and lungs and, if there is nothing abnormal about the operative sounds which they make, he is measurably safe in concluding that they are, all right. In the case of the motor car, it is not necessary to use a stethoscope, for the various car parts are "broadcasting" sonorous messages, which furnish to anyone who is "listening in" and who can intelligently translate the code, a more reliable indication of their condition, than can be obtained in any other single way. If nothing out of the ordinary is heard, by a skilled listener, when a car is running, it may be assumed, with a very fair degree of certainty, that nothing serious is wrong or at least that nothing has been out of order for long enough to have caused serious damage. One may go so far as to assert, in a very general way, of course, that nearly all the things which may go wrong about a car, cause unusual sounds, either at once or very shortly and that anyone who is reasonably attentive to car noises, will be informed that there is trouble, by these abnormal sounds. Obviously, it is one thing simply to know that something is out of order and quite another to determine what the trouble is and the correctness with which an operator can diagnose the derangement, by the ear, will depend upon his ability to translate the code-signals of distress which the car mechanism is trying to put across or in other words upon his knowledge as to the meaning of abnormal sounds of different kinds, such as light and heavy knocks, grinding, squeaking, rattling, sucking, buzzing and chirping noises. It is a fact that the operator who keeps his ear (unconsciously at least) tuned to the noise of his car and heeds all warnings which thus come to him, is not usually a very large contributor to repair shop profits.



OIL GAGE SHOWS NO PRESURE
 A. G. B. writes: The cowbird oil-gage of my car will not show the slightest pressure, at any engine speed, although the pump apparently is pumping a good stream of oil. The gage, itself, is in working order, as I found when I plugged the pipe from it to the bearings and ran the engine. Where do you think the trouble lies?
 Answer: The gage records the back pressure due to the resistance to oil flow from the gage connection to the end of the distribution pipe and, if anything occurs to reduce this resistance or make it practically nil, the gage will indicate little or nothing. For instance, if the delivery pipe should become broken, within the crankcase or detached from the contracted nozzle, that furnish the spray for the main bearings, the oil would simply run out into the engine base, under practically no back pressure and the gage would indicate nothing. Assuming, as you state, that the pump is working normally and the gage itself is O. K. we believe that you will find

the delivery piping disarranged and we suggest that you have it examined at once and existing defects remedied.

STIFF ENGINE WASTES FUEL
 K. A. V. writes: Since having the bearings of my engine taken up and new piston rings fitted, my gasoline consumption has increased from about 14 to 18 m. p. g. The car has been run about 800 miles since this overhauling, but is stiff, very stiff. My mechanic claims that after running somewhat longer, fuel economy and performance will improve. Do you think so?



Answer: You better give him the benefit of the doubt and run the car as it is for perhaps 500 miles more, before having anything further done, being very careful about your oil and not pushing the engine too hard. Bearings that are adjusted excessively snug and piston rings, which perhaps not only have excessive friction at certain points, but also are quite leaky at others, often account for a very great increase in fuel consumption. Whether or not your engine will come out all right, is of course, a question, but further running will give you an idea as to whether it is improving.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

SIX-MAN HOCKEY FOR COAST LEAGUE
 Patrick's See Error of Their Ways and Give Up Seven-man Style.
 At Vancouver the principal change

in the playing rules at the twelfth annual meeting of the Pacific Coast Hockey Association were the adoption of six-man hockey by the league and limiting of playing time to sixty minutes in the first game of play-off games. If a tie exists at the end of the second game, two extra twenty minute periods will be played.

Frank A. Patrick, of Vancouver, was re-elected President. Recent agreements made by the P.C.H.A., the National Hockey League and the Western Canada League, were ratified. Other officers follow:
 Vice-president, J. F. Douglas, Seattle; secretary, A. J. Small, Vancouver; director, Lester Patrick, Victoria; C. P. Mulloony, Seattle; C. P. Lester, Seattle.

The standing of the clubs shall be figured on the points system, two points for a win and one point each for a draw. Should two teams be tied for second place, the goals in comparison with goals scored against, shall be the team eligible to play off with the team standing highest in the league.

Kicking the puck is permissible, provided, however, that no goal shall count when the puck is kicked in. The new anti-defence rule, which allows for no more than three men, exclusive of the goal tender, to be on the defensive at the same time, will be given a fair try out.

Officially the Vancouver team will be known as the Maroons, instead of the Millionaires.

All games between the Prairie League and the Coast League will be championship games and will count as wins and losses for the competing teams in their respective league standings.

A Questioned Base Hit Separates Cobb From .400

One questioned hit separates Ty Cobb, manager of the Detroit Tigers, from the charmed circle of .400 hitters for 1923. It was discovered in compilation of the official batting records of the American League. Without that hit Cobb's total is .398, but with it he enters the .400 ranks for the third time in his career as league batting leader, a position he has held for the last fifteen years, with but three exceptions.

On May 15th, in a game at New York between Detroit and the Yankees, Cobb was credited in an official newspaper box scores with two hits, and by the official scorer with only one safe smash. Investigation of the discrepancy has begun, and the controversy will be laid before President Johnson of the American League. If the hit is won for Cobb, it will make him the only slugger in baseball history to pass the .400 mark three times.

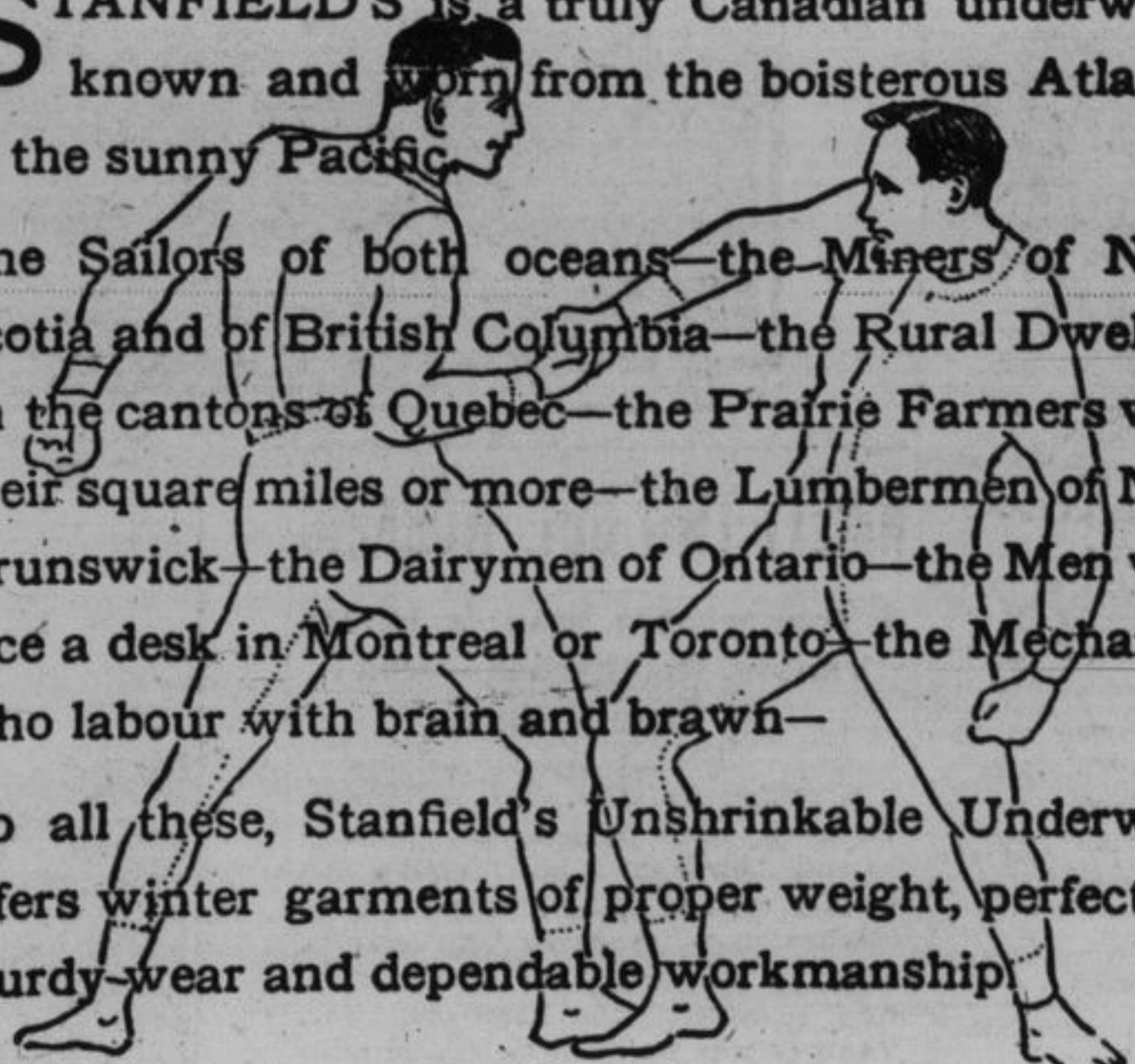
"Stuffy" McInnis, of the Cleveland team, wants to take up college coaching after he retires from the big league. Recently it was reported from New Haven that McInnis would be tendered the position as Yale coach. The reappointment of Tommers, however, kills such a rumor.

The National Underwear

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