

# Mettle of Men Important In America's Cup Racing

By JACK V. FOX  
United Press International  
Newport, R.I.—The elegant white sloop which will try to beat back England's 16th attempt to take the trophy of world yachting supremacy finished practice today on a final note of luxurious preparedness.

The 11-man crew of Columbia, defender of the America's cup won 107 years ago, will wear long underwear of cashmere if weather is chilly when the first race is run against Britain's Sceptre Saturday.

Newport, R.I.—The men who sail them, as much as the trim ships themselves, will win or lose when Britain's Sceptre meets America's Columbia for the world's sailing championship.

For yachting, even more than horseracing, is far more than a test of the pure speed of two thoroughbreds.

It is a test of cunning and lore and sheer nerve and, in the 107 years since the United States grabbed and held the America's Cup, the mettle of men has more often proved vital than that of hull and sail.

The races beginning Saturday prove the point poignantly.

At the helm of Columbia will be 63-year-old Cornelius Shields, veteran yachtsman and investment banker from Larchmont, N.Y. Shields has been warned by his doctors he undertakes the excitement of the races at the risk of his life.

Had Heart Attack  
Shields suffered a heart attack two years ago and gave up boating. But he was lured back to the Columbia, and the moment he came aboard it became the aggressive, winning ship its owners and designers had expected.

Now "Corney" Shields has decided to take the wheel against Sceptre.

That could make the difference. A comparison of the boats tells why. At 70 feet, Sceptre is only three inches longer than Columbia. Their weight and sail yardage is about the same. Both are built for heavy seas.

Their encounter may hinge on getting across the starting line first, of jockeying into a position where one "shadows" the other from the wind, of getting the last puff of motion from the breeze.

An indication of how far these racing men bone up can be gathered from the fact both sides have assembled data on the late September weather off Newport covering the last 20 years. They found the winds there averaged 17.2 miles an hour.

Have 11-Man Crews  
Helmsman of the Sceptre is Lt. Cmdr. Graham Mann, 34, a sailor from the Royal Navy and a good friend of Britain's Prince Philip. Her professional skipper is Casey Stanley Bishop whose father in Shamrock and grandfather

in Valkyrie raced in vain for the cup.  
Her navigator is Joe Brooks, a Navy submarine officer who lost both feet while swimming as a frogman in mining exercises three years ago. But he is nimble. Before the Sceptre was towed across the Atlantic to the races Brooks put on his frogman's mask and dived overboard to have a look at why seaweed was catching on her bottom.

As on Columbia, Sceptre's total crew is 11.  
Skipper on Columbia is Briggs Cunningham, a wealthy sportsman whose recent experience has been more with racing motor cars and playing par golf but who may take over the wheel should Shields falter.

Must Work Fast  
Navigator on the American boat is Henry Sears, a banker from Greenwich, Conn., who formed the syndicate which had Columbia built for the race at a cost estimated to exceed \$300,000.

The navigator, helmsman and skipper man the cockpit in the stern. Forward on the sails and winches are the eight working hands whose speed in changing sail, by a matter of seconds, can win or lose.

Foremost among the America's sail handlers is Roderick Stephens Jr., 49, considered one of the best in the world. It is his brother, Olin, 50, whose nautical architectural skill is responsible for the hull of Columbia. Working on the foredeck are three professional sailors and some husky undergraduates from the Ivy League.

On the Sceptre's foredeck are three professionals from the naval reserve and five young men selected out of 100 top amateur yachtsmen from every club in Britain who competed for the honor of sailing for the Queen.

One of the technical criticisms of the British boat is its huge open cockpit which could become filled with water in heavy seas. The Sceptre, however, carries a big manual pump to discharge such excess water through its hull-leading an American wit to suggest that meant the challenger was jet-propelled.

Rich Man's Sport  
Americans consider their chances best if heavy winds are blowing off Newport during most of the "best four of seven" races. Elimination contests during the summer proved Columbia's superiority against the second-best American sloop, Vim, when the wind rose to around 30 knots.

Certainly, this is a rich man's sport although yachting enthusiasts in the tens of thousands will jam Newport for the races.

There were three contenders against Columbia for the right to represent the United States—Vim, Easterner and Weatherly. Vim is 19 years old but the other two were built specifically for the Am-

erica's Cup competition and are so made they are virtually useless for anything but racing.

So, all costs figured, it can be reckoned that something like two-million dollars went into choosing the boat that will sail for the tarnished old silver cup worth \$500.

Wave Wins Brown Jug  
By HASKELL SHORT  
Delaware, Ohio—The race for the 3-year-old pacing championship was all mixed up today with a bright new contender in Shadow Wave.

The California beauty won the coveted Little Brown Jug in straight heats Thursday in the excellent time of 2:01 to stamp himself as a leading contender for 3-year-old pacing honors of the year.

Bye Bye Byrd, owned by Mr. and Mrs. Rex Larkins of Lexington, Ky., and Chicago, appeared headed for the 3-year-old championship until he ran into crafty Joe O'Brien and Shadow Wave.

Shadow Wave, the third choice in the Jug betting, won \$36,541 in taking first place honors for the S. A. Camp Farm of Shafter, Calif. It was the fifth fastest Jug in the 13-year history of the classic and only a second off the Jug and world record of 2:00 held by Tar Heel.

Shadow Wave moved to the rail at the start of the first heat and was never headed. The second heat was all Shadow Wave's too. He started on the rail and led nearly all the way.

Kick of Drink Too Strong for Yankee Hurler  
New York—Ryne Duren says thanks, but no more champagne for him.

In his first public comment today since his celebrated Sunday skirmish with Coach Ralph Houk, the Yankee relief ace said the entire episode may have stemmed from his initial experience with champagne.

"I never had any before because I never had anything really special to celebrate," Duren declared. "But I sure found out it packs a much stronger punch than beer."

The Duren-Houk incident took place as the Yankees were celebrating their pennant-clinching on a train taking them from Kansas City to Detroit.

"It all started when I grabbed a cigar from Ralph," Duren said. "He reached back at me and his ring scratched me. There really wasn't any fight. Ralph is the last person on the ball club I'd ever be mad enough at to fight."

"He managed me at Denver last year and I consider him one of my best friends."

# George Shaw Rebounding From Injury, Army Duty As Colts Prime for NFL

(This is the 9th of 12 dispatches on the 1958 prospects of National Football League teams.)  
By MALCOLM ALLEN  
Baltimore, Md.—The Baltimore Colts, a club that finished third in the Western division last season despite a December slump, may climb another rung on the National Football league ladder this year because of added experience.

The team will be virtually the same as last year's squad. The Colts have a poor 1958 pre-season record, failing to win in four starts before downing the New York Giants. They also have to find a kicker to replace Cotton Davidson and the linebacking must be improved.

But head Coach Webb Ewbank probably has fewer problems than most NFL coaches.  
Pellington Returns  
In the linebacking department, the club was weakened last year when captain Bill Pellington was lost with a broken bone in his arm. Pellington is back this year and ready to lead the linebacking corps.

Turning to the team's strong points, the list is longer and indicates Baltimore could prove a stout contender.  
The offensive backfield again will boast bruising fullback Alan (The Horse) Ameche and fleet halfback Lenny Moore. At quarterback, two top passers are competing for the starting job. They are John Unitas, who led the league in touchdowns last year with 24, and George Shaw, rebounding from knee injuries and Army duty that set him back after a brilliant 1955 pro debut.

In the offensive line, according to Ewbank, there will be few stragglers. The only likely newcomer is Maryland State rookie Sherman Plunkett. Jim Parker, 270-pound tackle from Ohio State, is a key man on the offensive line.

The defensive backfield of last season returns intact and will be bolstered by Carl Taseff, who was forced out of play last year by a nose injury. The defensive line is headed by Art Donovan, Gino Marchetti, Gene Lipscomb and Don Joyce. It held rival rushers to a league low of 3.1 yards a crack in 1957.

Ray Krouse, picked up from the Detroit Lions, will be the only new man on the defensive line. He is slated to replace Luke Owens, now with the Cardinals.

Coach Ewbank declined to guess where his club will finish this season but he did offer what could be a warning to clubs feeling confident after glimpsing Baltimore's record in early exhibition games.

"You can't tell a thing by that record," he said. "Remember, those records were chalked up while we were using quite a few substitutes."

Yanks Report Standing Room, Bleachers Left  
New York—The New York Yankees announced today that requests for World Series tickets this year was the largest in the club's history and that they can accept no more applications for box or reserved seats.

"We are oversubscribed and can accept no more orders for box and reserved seats," a Yankee spokesman said. He added that the response to last Monday's ticket sale announcement "far exceeded the supply."

He said there was no way of counting the flood of ticket orders the club received in the mail.  
The Yankees announced that standing room tickets for each game, at \$4.20 each, may now be purchased by mail or over the counter at the Yankee Stadium advanced sale ticket window. Standing room tickets are available in any quantity.

Any remaining standing room tickets and the 14,000 bleacher seats will be sold on the day of each game at Yankee Stadium.

Eisenhower Delays Routine Meetings  
Newport, R.I.—President Eisenhower postponed until Tuesday routine meetings scheduled for today with his two chief defense aides.

Defense Secretary Neil H. McElroy and Gen. Nathan F. Twining, chairman of the Joint Chiefs of Staff, had been scheduled to fly here from Washington for separate conferences with the President at his vacation office in the Naval Base administration building.

Eisenhower must return to Washington for a White House luncheon Tuesday for 20 Latin American foreign ministers, and indications were he and his wife, Mamie, would end their Narragansett Bay vacation, which started Aug. 29, at that time.

# SPORTS

## Rivalry in Many Classes Likely in Drag Races on Sunday at SOTA's Strip

Competition is expected in some 20 classes of cars and motorcycles Sunday in the final day of Southern Oregon Timing association drag races for 1958 at the Camp White strip.

Proceeds of the day's activities are earmarked for the United Medford Crusade and the Ashland-Talent Youth Fund in the second annual charity program.

SOTA officials expect a good turnout to provide keen rivalry in most of the divisions.

A \$25 savings bond has been posted on the new strip record of 144.46 miles per hour held by Jay Cheatham, Sunnyvale, Calif. Cheatham established this mark on Sept. 7, at the Northwest Gas Championship meet held on the Camp White concrete site. If this record is not bettered Sunday another \$25 bond will be added at each succeeding

meet until a new mark is entered in the book.

"B" Class cycle drivers will have a new prize to shoot for also. Jack White, owner of White's Cycle shop in Medford has posted a \$25 bond on his record of 100.53 mph, established by him in September of 1957. White stated that he hopes that this might be an incentive for other cycle drivers to race for.

Time trials will open at 9:30 a.m. and no entries will be accepted after 12 noon. Eliminations will be run off immediately after lunch. Trophies for all class winners, top time and top eliminator of the meet will be presented immediately upon conclusion of the top eliminator race.

The public is welcome and a concession stand will be in operation. Medford Lions club is donating concession stand profits to the United Medford Crusade also.

## Crater, St. Mary's Have Home Encounters Tonight

St. Mary's of Medford and Crater of Central Point will entertain in the only high school football games on Jackson county gridirons this week end.

St. Mary's plays Sacred Heart of Klamath Falls on the Medford turf while the Crater of Crater opposed Eagle Point. Game time is 8 p.m. on each field.

Crater and the Eagles play with strictly prestige at stake but the Crusaders and SH Trojans embark on their respective quests for district laurels. Both are members of District 5B. The Comets will aim at upholding stature as a A-1 school while Eagle Point, and A-2 contender, can gain respect in its own class by

spilling Crater.  
St. Mary's goes into the action seeking its first victory of 1958 after a 26 to 20 loss to A-2 Illinois Valley last week. Crater and Eagle Point continue in warm-up action for their respective Southern Oregon and Rogue league campaigns. The Comets upended Cottage Grove 19 to 0 last Friday while Eagle Point clubbed Talent 32 to 14.

For Crater and St. Mary's the games usher in 1958 home appearances before home crowds. Contests for both last week end were on rival fields.

## Tornado, Scots In Tussle On David Douglas Field

Medford High school position of prominence in the 1958 football scene will be better known after rivalry on a field near Portland this evening.

The Black Tornado is the 8 p.m. guest of David Douglas in one of the feature games among the program of A-1 intra-district battles on the week end menu. It's strictly a non-league since Medford hails from District 6 and the Southern Oregon conference and the Scots vie in the tough Metropolitan league which makes up District 3.

Medford, with a long tradition in sports is one of the favorites this fall in its own circuit. David Douglas, which has opened its doors for only its fifth school year, hasn't cut a wide swath so far in Athletics, but is already larger than Medford high and bids to be reckoned with in the future.

The tussle on the Scot's grass will match clubs with similar offenses. Both use the single wing with unbalanced line and round out their attacks with some T plays.

Fans here had their introduction to the Scots last fall when Medford beat the Metro club 27 to 7.  
A squad of 36 Medford players headed for Portland this morning. Coach Fred Spiegelberg indicated that his squad

was intact after a week of drills. End Lowell Dean, still on the sidelines because of pre-season surgery, made the trip as statistician.

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The Air Pollution Control District forecast a possible smog alert like the one Thursday which lasted from 11:54 a.m. to 2:28 p.m., a total of 2 hours and 34 tearful minutes.

# WE STRUCK OUT!



Glendale, Calif.—Aurora Hardison, a cat lover, was determined today to stick by her 70 feline friends even if it means moving out of the city.

Under an ordinance recently passed by the City Council, Miss Hardison can keep only three of her 70 cats unless she gets a kennel license, and she can't where she lives.

Inspectors called on Miss Hardison but were turned away at the door. They promised to be back with a warrant.

"My cats are my friends," she said. "I don't let my friends down. Where my cats go—I go too."

Lead and Zinc Import Restrictions Expected  
Washington—The administration today was preparing to clamp restrictions on lead and zinc imports in a move to aid domestic producers at the risk of offending Canada, Australia and several Latin American nations.

An administration source said this country may also hike the tariff on the two metals.

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