

# MORE MOTOR RACING FOR PACIFIC COAST

## Portola Road Event to be Re- vived—Tacoma Planning Important Contest.



People of the Far West are wildly enthusiastic over the sport of automobile racing. Numerous speed contests are being planned. A conservative estimate of the crowd which attended the Santa Monica event is 125,000 people. Probably there were more than

that number. The throng was double that which has attended any previous race, which was most gratifying to the devotees of racing in the vicinity of Los Angeles. This large crowd at a comparatively small place like Santa Monica illustrates the high esteem in which the sport is held in California.

It is predicted that Tetzlaff's phenomenal record of 78½ miles an hour will be bettered next season, when an average speed in excess of 80 miles an hour will be maintained. In all probability next season's Santa Monica affair will excite far more interest not only in California but throughout other sections of the country, than did the race on May 4.

Tacoma, Wash., will see its first road race on July 5 and 6, the race being held in connection with the "Montamara Fes-to," (Mountain and Sea Festival,) which is a big event there. The sum of \$10,000 in prizes is offered. The race will be run jointly by the Tacoma Automobile Club and the Tacoma Carnival Association, and will be staged over a course in Pierce County on the famous Tacoma gravel prairies. H. W. Doherty, Chairman of the Automobile Committee, is working energetically to make the event a big one, and the chances are that a number of the Indianapolis 500-mile race entries will be competitors at Tacoma on the above-mentioned dates.

Four events are scheduled—three of them to be run on July 5 under Class C, non-stock conditions. These provide for the 230 cubic-inch class and under, the 231-300-inch class, and the 301-450. The event on the following day will be a Class D free for all, to cover a distance of 250 miles. The light-car races cover from 100 to 200 miles. Four perpetual challenge trophies are offered. The prize for the free for all is to be known as the Montamarathon Challenge Trophy. With the latter goes a cash prize of \$5,000 to the driver. The same amount of cash is to be split up in the light-car classes. In view of the fact that a total of \$10,000 in cash prizes, in addition to handsome trophies, is being put up for the event, it is well worth being taken seriously by manufacturers and drivers. Such a sum of money ought to draw the best talent available. There will be the Old Orchard Beach (Me.) meet on a conflicting date, but there are enough fast cars and famous drivers to provide good racing at each.

It is reported on very good authority that either next Fall or next Spring there will be a road race in California which will vie with the great Santa Monica Carnival. This will be a revival of the Portola event. When this was last run, in 1911, it was rechristened the Panama-Pacific road race. The Portola course, near Oakland, is a wonderful circuit, although quite different from that at Santa Monica. The Southern California course is flat and wide, with only three turns, the rest being made up of stretches which are geometrically straight. On the other hand, the Portola course, which is about twelve miles around, is a tortuous one, filled with turns and grades which require frequent gear shifting. At present its surface is in perfect condition. About this course, on either side, hills form a natural amphitheatre, upon which 200,000 or more people can seat themselves comfortably during a contest. Unquestionably, it is the "sportiest" course in the country—even more so than Fairmount Park, Philadelphia. Bert Dingley, Jack Fleming, Charlie Merz, and others who have won races on the Portola circuit declare it to be the most exacting in the country as regards driving ability. Dingley says it is the one place to match one driver's skill against another at taking turns, negotiating hills, &c. Only the most skillful of drivers could handle a car on this course.

While Santa Monica is probably the fastest course in the country, as has been remarked by numerous drivers, almost any one who has learned to drive a car could start out on that course in a speedy machine, and if he has sufficient nerve to go fast and sufficient brains to slow down in time to swing the curves successfully, he can make a showing. At Portola, however, a far more intimate knowledge of the game is required. In other words, an unskilled driver on the fastest car would not make near the showing that a crack driver on a slower mount would make.

On the Portola circuit Jack Fleming averaged 65.7 miles an hour in the road race in 1910. Last year Dingley averaged slightly better than this and Merz 66.8 miles an hour. This is quite a contrast to that 78-mile-an-hour stuff.

At the Portola races which have been held in the past there have not been the large fields of fast cars which have graced Santa Monica, Long Island, and other places. A number of leading spirits of Oakland and San Francisco, however, are planning to make the next event a big one, largely with the ultimate idea of having one of the greatest road races ever held in this country staged there during the Panama-Pacific Exposition in 1915.

Preparations are being made in numerous cities for the annual Orphans' Day outing, conducted either by automobile clubs or associations in various communities. When the first Orphans' Day outing was held in New York, some seven years ago—the materialization of the idea of giving the kiddies a good time—the sponsors of this charity probably never realized to what an extent the idea would be adopted within a few years in almost every State of the Union. As a direct result of the first excursion to Coney Island, in which several hundred children had the time of their young lives, tens of thousands of youngsters during succeeding seasons have been made happy, not only for a day, but for weeks prior to the event, in pleasant anticipation.

It is to be hoped that owners of cars will make a bigger effort this year than ever to loan their machines on the designated date. An owner of a car can have a good time on one of these orphans' day outings. There are other things connected with the automobile worthy of their notice besides joy riding and speed fests.

Capt. J. W. Munn made another trip from Galveston to New York and Boston last week in the interest of the Cotton Carnival beach meet in Texas. According to the Captain, the entire State, which is about as large as any half dozen or dozen other States rolled into one, is co-operating to make the affair a wonderful meet. Clubs in every city and town of any size there are arranging endurance contests or club runs to reach Galveston in time for the midsummer racing.

### Interest in Light Car Events.

In all probability the most interesting phase of the recent carnival at Los Angeles was the remarkable revival of interest in the events for light popular priced cars. Racing in this department promises to be faster and more closely contested than ever, if the Los Angeles fields are affording a correct view on the situation. In the light car division of the Santa Monica road race, and in the events for this class on the Motordrome, the day following, representatives of 200,000 out of the estimated 275,000 to be made in the United States this year, took part. With but one or two exceptions all the leading manufacturers of light cars participated. Some with one car and others with more. Ford, Studebaker, Maxwell, Regal, Reo, and Buick were all prominent.

### Motor Cycle X-Ray Machine.

A new use for the motor cycle in time of war has been discovered by a United States medical officer, who is having a special machine constructed to carry a complete X-ray outfit. This when placed on the rear guard of the motor cycle can be carried to all parts of the battlefield and placed in immediate service. A dynamo, coils, and all other apparatus necessary for operating an X-ray can be carried, a belt can be attached on the motor cycle motor and dynamo, and electric current produced. This power will produce the X-ray, which may be used by physicians for examining injured persons on the field of battle.