

SNAPSHOTS FROM TACOMA COURSE OF DARING RACING PILOTS PRACTICING FOR THE BIG RACES.

GALAXY OF DRIVERS READY FOR RACES

Twenty-Two Auto Speedsters Entered in Big Tacoma Events July 3 and 4.

MANY STARS SEEK PRIZES

Tetzlaff, Cooper, Carlson, Hughes, Pullen Among Number—Inter-City Century, 200-Mile Potlatch, Montamarathon Run.

TACOMA, Wash., June 27.—(Special.)—With the new course in perfect condition and exceptionally fast laps being made by numerous drivers already on the track, the big automobile races at Tacoma on July 3 and 4 undoubtedly will surpass all previous meets in Tacoma.

All arrangements have been completed. Everything is in readiness. The grandstands, which afford a perfect view of the course, have been enlarged, and all the management now has to do is to pray for fine weather. In addition to having one of the three great speedways in the world, Tacoma has secured a list of entrants that it is said has never been surpassed at any meet, with the exception of Indianapolis. Many of the drivers are still unknown, but among the list are men who hold world's records on different cars.

Teddy Tetzlaff Holds Records. Perhaps the best known of those drivers is Teddy Tetzlaff, who will see this year at the wheel of the Maxwell car, in which he broke the world's record for one lap at the Indianapolis course this year, driving the entire distance of 2 1/2 miles in the remarkable time of 1:35:40, or an average of 97.7 miles an hour.

Teddy is the holder of the world's road racing record of 78.71 miles an hour, made at Santa Monica in 1912. Besides this he still holds the world's speedway record for 25, 50 and 75 miles, all being made in a Lozier car, and also the record for 100, 150, 200 and 250 miles, made in a Fiat.

Earl Cooper Conservative Driver. Cooper is well known to most racing fans, but because of his style of driving has not attracted the attention he would have with the number of victories he has won had his style been more of a spectacular nature.

Cooper is today probably the most conservative driver in the game. He has been handling a car ever since he was 12 years old, and has always been noted for his neat judgment of pace and his ability to take advantage of every opportunity in a race.

His record last year was something phenomenal. Beginning with Tacoma, he started in seven big meets, all of them road races, and won every race in which he started, defeating nearly all the best American drivers.

Billy Carlson is San Diegoan. William Carlson, of San Diego, is one of the younger drivers entered in this year's events, but he already has shown that he is a clever and consistent performer. At Indianapolis he was at the wheel of the Maxwell car, which is the first car ever competing in an important race to burn nothing but coal oil.

Carlson drove a nice, consistent race, and after having considerable trouble at the start, stayed in the race and finished ninth. As there were only four American cars to finish, his performance is a great feather in his cap.

Frank Verbeck is Californian. Verbeck was in Tacoma in 1912 at the wheel of a National. He drove a great race and furnished the crowd with many thrills. He is one of the better-known California drivers and is entered in one of the two foreign cars in the Tacoma race this year, the 70-horsepower Italian, which he has shown his car is in excellent shape and that he expects to make a great showing at Tacoma.

Verbeck is a good driver, has had lots of experience and will add materially to the interest of the race.

Hughie Hughes is a Veteran. Hughie Hughes is one of the veterans of American automobile racing and has probably been in the game longer than any other driver who will appear here this year. Hughes, in the opinion of many of the game's closest followers, is the best light car driver in the country. At the wheel of his Maxwell this year friends say he should have no trouble in again winning the applause of the thousands of fans who have watched his work at Tacoma the last two years.

Eddie Pullen Sets Terrific Pace. Eddie Pullen was in Tacoma in 1912 with the Mercer team, but did not do any great work that year. His greatest achievement was the winning of the recent race at Santa Monica, the Grand Prix, with the sensational average of 97.7 miles an hour. His performance was the more remarkable because he had overturned during the Vanderbilt cup race only the day previous and sustained serious injuries, besides doing his car considerable injury. At the time of the accident he was in the lead in the Vanderbilt race. Pullen is a consistent driver and sets a terrific pace at all times. He will drive a Mercer in the Tacoma race.

Billy Taylor to Drive Alco. Billy Taylor is the Beau Brummel of the racing drivers of California. During the Santa Monica road race he drove his Alco into second position at the finish by displaying the greatest of nerve and determination. Taylor will have the Alco in the Tacoma race.

Jack Welch Drives Foreign Car. Jack Welch is known to most Northwest fans from his appearance in a Locomobile at the 1912 races. This year he is driving a foreign car, the 90-horsepower Fiat.

Hantley Gordon Able Driver. H. Gordon is another driver from California. He has displayed remarkable ability as a driver, but luck has been against him. During the recent Santa Monica races his mechanic neglected to watch the oil and he ran out of gas while traveling in second place in the Grand Prix race. Gordon will drive the Mercer Monk at Tacoma, the car which Hughie Hughes made famous while driving with the Mercer team.

Arthur Klein Eastern Favorite. Young Klein was one of the favorite drivers entered at Indianapolis this year. He is from Youngstown, O., and until his appearance at Indianapolis had confined himself to barn-storming, with Joe Dawson and other drivers. In the Tacoma race he will drive the same car with which he made such a fine showing at Indianapolis, the King. Mr. Klein is somewhat of an engineer and supervised the construction of his own car at the King factory and it is safe to say that he will give a good account of himself in the races.

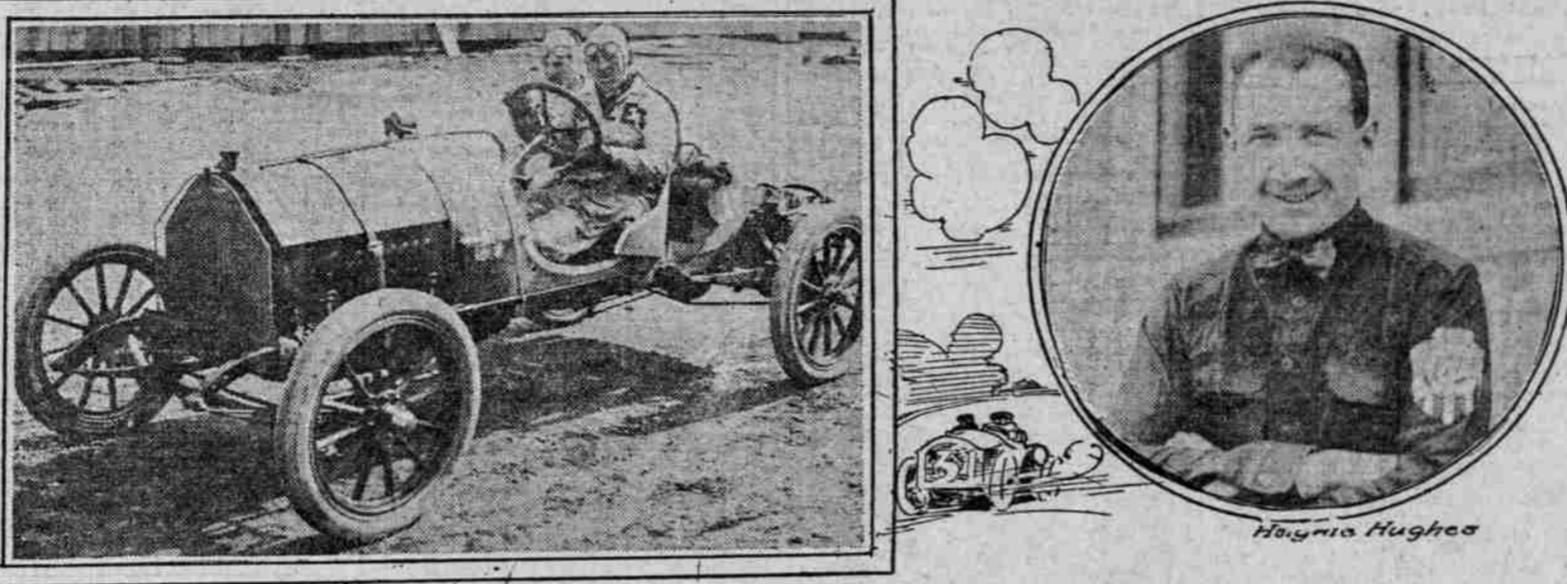
Captain Kennedy Deserts to Win. Captain Kennedy will drive the only six-cylinder car entered in this year's event, a light Chalmers. This car he



Wilbur De Alene in Marmon



Ray Brock H. C. Terrien at wheel. O. Soderberg, Mechanician



Jack Croston

has been working on in San Francisco and writes that he has it in such shape that he expects to win the big race at Tacoma. Kennedy was in Tacoma last year but had no mount.

S. F. Brock, Motorboat Racer. S. F. Brock is one of the most noted drivers who will appear at this meet, having won his fame in the motorboat racing game. He is the owner and builder of the famous boat, the Wisconsin and Oregon Kid, said to be the world's fastest water craft, with speeds of 53 and 54 miles an hour at Kansas City. Brock's specialty is engine construction, and he has taken the engine out of one of his speed boats and put it in his specially constructed automobile, the Ray. Brock qualified and started in the Indianapolis race and showed great speed for a number of laps, after which he was forced out of the race because of a broken valve.

Wilbur De Alene is Owner. W. De Alene is the owner and driver of the famous Marmon car, which ran so well in the Vanderbilt cup race at Santa Monica. He has had a great deal of experience in the automobile racing game and from now on will be his own driver.

G. E. Ruckstell is Californian. G. E. Ruckstell is a Californian driver who is practically unknown to racing men. He is associated with the Mercer people and is teaming with Eddie Pullen at the Tacoma meet and will drive the other Mercer entered by the Pacific Coast agency.

Jim Parsons to Pilot Frantz. Jim Parsons this year will pilot the Frantz special, with which he had bad luck at the local speedway meet. Last year he was the winner of the Inter-City Century race at Tacoma. He drove a consistent race and made an average of 64 miles an hour. He has, since that time, had a year's experience in automobile racing, and, with the mount he has this year, promises to make a good showing in all three races.

Terrien is Tacoma Racer. Mr. Terrien is another Tacoma boy who has aspirations to wear a speed king's crown. He has associated himself with the Pacific Car Company and has prepared a small Regal for the Inter-City Century.

Percy Barnes Has Freak Car. Percy Barnes is entered in the freak car of the meet seen recently in Portland. He has associated himself with the Pacific Car Company and has prepared a small Regal for the Inter-City Century.

Jack Croston Enters Small Car. Jack Croston is well known to most Tacoma people, having been in the automobile business here for a number of

years. This year he has decided to branch out as a race driver and has prepared a Chevrolet, one of the smallest cars that will be entered in the race, for his mount. He is in the Inter-City race.

Mr. Goldrick is Spokane Man. Mr. Goldrick is the only Spokane entrant in the races, having nominated his big National roadster in the Inter-City Century event.

Smyley is Seattle Entrant. Mr. Smyley is one of the Seattle entrants. He will pilot a Hupmobile, which he has prepared specially.

Joe Thomas Has Fast Car. Joe Thomas is another of the Seattle entrants and will be seen at the wheel of the fastest cars ever seen in Seattle and has turned up to 85 miles an hour on the country roads, so it is said should be able to hold its own in the Inter-City Century.

Heard North to Drive Mercer. Mr. North will drive the Mercer entry from Seattle. He has had some experience in the racing game, has a good car and will probably make an excellent showing in the Inter-City Century.

Entrants Number 22 Already. This makes in all 22 bona fide entrants in the different events. Besides these there are several others who have sent in word that they would complete their entry in a few days and it is a safe prediction that there will be at least 30 entries in the events.

The programme of the races is so arranged that all drivers will start both days. The first day, July 3, at 10:30 A. M., will see the running of the Inter-City Century, the 100-mile race confined to cars entered from the Pacific Northwest and driven by drivers who have lived a certain length of time in this section.

Races On Different Days. Immediately after the finish of this race the 200-mile Potlatch Trophy race will be started. In this race are entered all of the drivers who will participate in the Montamarathon and the two races are run on different days so that if any accidents should cause a car to go out of the first race, it may be repaired to take part in the race the next day.

At 2 o'clock on the afternoon of July 4, the Montamarathon, the 250-mile Perpetual Trophy race of the Speedway Association, will be run. In this race there are already 18 entrants and undoubtedly will be at least 25 starters, which is the limit of the track, under the A. A. A. rules. With this galaxy of drivers, together with the remarkable track which has been prepared, it would seem to be a safe prediction that Tacoma will this year take her place as one of the few cities in the world staging big automobile races.

OVERLAND "SIX" DUE

Surprise Is Sprung by President Willys.

SELLING PRICE IS \$1475

New Car Will Be Ready for Trade by Late Summer or Early Fall. Appearance Is Stylish and Service Revelation.

An announcement of more than usual interest to the general automobile trade and the public, but more particularly to the many dealers who handle Overland cars, has just come to Fred West, manager of the local Leavitt branch, from J. N. Willys, president of the Willys-Overland Company. It is to the effect that the Overland will have a six-cylinder car here very shortly.

So quietly that even the intimates have had no inkling of Mr. Willys' plans, Overland engineers for the past season have been developing and testing a new seven-passenger Overland which in points of value, equipment and price bids fair to outclass anything that has been offered heretofore or will be offered in such measure for some time to come.

In spite of the production of 50,000 cars this year, the demand for Overland cars, it is said, has been so great during the season just drawing to a close that the principal difficulty of the dealer has been to obtain a plentiful supply.

As announced some time ago, Mr. Willys will materially increase his production of four-cylinder models for 1915, while the new six-cylinder Overland, whose preparation has been so carefully guarded, will, for one thing, serve the purpose of giving Overland dealers a line of cars so complete and inclusive as to enable them to satisfy the varying demands of their customers with the product of a single manufacturer.

After having been passed upon by Mr. Willys and his sales staff, the production of the new six will progress with the company's usual celerity, so that an adequate supply of them will

be ready for the market in the late Summer or early Fall.

The six-cylinder addition to the Overland line will retail at \$1475, at which figure it has all the appearance of a record-breaking value.

In appearance it is stylish and impressive, and according to the manufacturers, a revelation in service. The wheelbase is 125 inches.

The long-stroke motor is rated at 45-50 horsepower. Tires are 35x4 1/2 on demountable rims and every modern automobile convenience, such as self-starter, electric lights, etc., has been incorporated in the liberal specifications.

German machines will thus be white, French blue, English green, Belgian yellow, Italian red and American red and white. This move will do away with the freakish individual color combinations which in the past have marred speedway racing and at the same time give bolder relief to the international aspect of the sport.

Credit for the idea is due to E. C. Patterson, the wealthy Chicago sportsman, who had a Mercedes, piloted by De Palma, in the last five-century, but unfortunately had to withdraw because of excessive motor vibration, caused by a special aviation motor.

\$10,000 TROPHY IS PROPOSED

Pain Is to Stimulate Manufacturers to Meet Foreign Racers.

INDIANAPOLIS, June 27.—To stimulate the interest of American manufacturers in racing and to prevent a repetition of the victory scored by Europe in the last Indianapolis 500-mile race, the San Antonio (Tex.) Auto Club has inaugurated a movement for the establishment of a National \$10,000 trophy, to be offered the next American car winning the event.

A substantial sum has been proffered by the club itself, with the suggestion that other subscriptions be called for, through the medium of some prominent trade magazine, as Motor Age, for instance. With a little energy and perseverance, it is believed, no difficulty in raising the necessary cash will be encountered.

ROAD IMPROVEMENT RUSHED

Bad Section of Highway to Be Ready for Traffic by Fall.

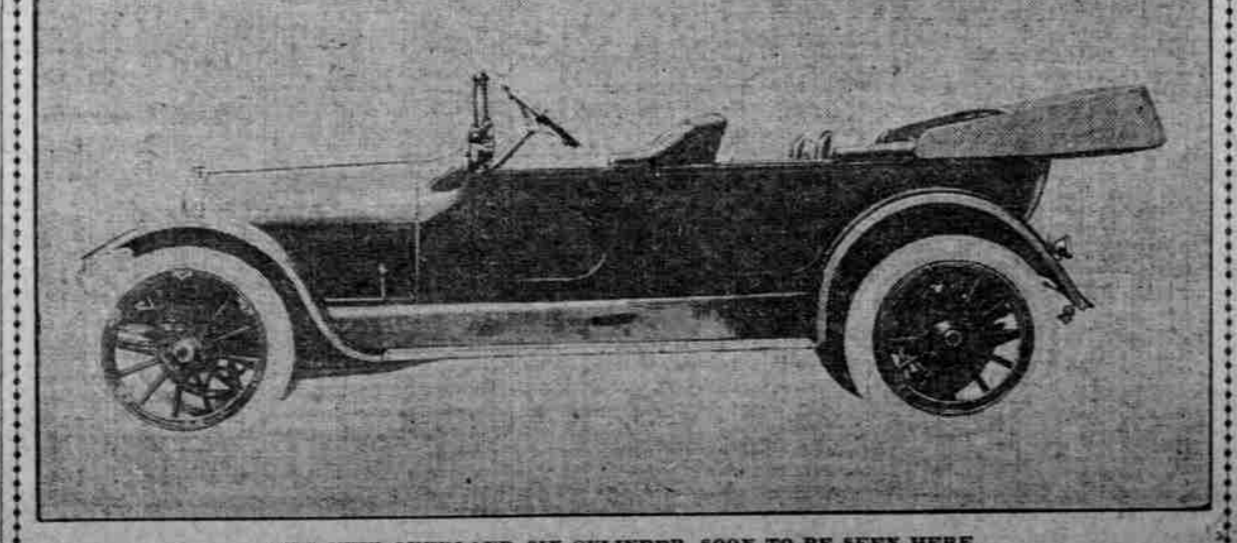
WOODLAND, Wash., June 27.—(Special.)—T. Carter, who has the contract for the improvement of the Pacific Highway between Woodland and La Center, is rushing the work to the fullest extent and if nothing happens to delay him he will have the road finished by Fall.

He now has 50 teams and about 100 men at work on the road and is making rapid headway. The stretch is only six miles in length, but before it was decided to improve it was one of the worst pieces of road between Portland and Seattle. Motorists, as well as farmers, will be greatly pleased when this road is ready for traffic, as it was almost impossible to get over it because of the many bad hills.

Glycerine Keeps Windshields Clear.

A motorman on an electric line running to and from Chicago had a great deal of trouble keeping the rain from obstructing his view ahead, so he placed a small quantity of glycerine on a piece of cotton waste and rubbed it over the outside of the window when it was dry. He found the rain would strike the window and then run downward leaving the glass smooth and clear. There is no reason why motorists cannot practice this in keeping the windshield free of rain. It appears that too much glycerine on the waste

BIG AUTOMOBILE FIRM ANNOUNCES SIX-CYLINDER MODEL FOR FIRST TIME.



THE NEW OVERLAND SIX-CYLINDER, SOON TO BE SEEN HERE.

YOU'RE SHOCKED without TEMCO SHOCK ABSORBERS on your FORD. The price is \$15 per set. THE PLACE IS ARCHER AND WIGGINS OAK STREET, CORNER SIXTH. AUTOMOBILE SUPPLIES. SPORTING GOODS.

Halladay Shock Absorbers for Your Ford "THE GOAT" takes all the bumps \$12.50 Set of Four BALLOU & WRIGHT BROADWAY AT OAK, PORTLAND, OR.

BOWSER GASOLINE and OIL TANKS STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES. 5, D. Stoddard, Representative, 415 Corbett Bldg. Main 1476.

DIAMOND TIRES Vulcanizing & Retreading R. E. BLODGETT, 29-31 North 14th, near Couch Phone Main 7005

NORTHWEST AUTO CO. Factory Distributors of Cole, Lozier, Reo Cars BROADWAY AT COUCH STREET Main 8887 A 4959

Yamhill Chautauqua On Today. MINNIVILLE, Or., June 27.—(Special.)—The second Yamhill County Chautauqua will open here tomorrow. Last year produced 1,400,000 lbs. tons of grape wine.



SPLITDORF FORD SPECIAL Waterproof High-Tension Magnetos

that are giving thousands of the popular motors the response and flexibility of the highest priced automobiles!

Every owner of a Ford automobile owes it to himself to investigate the SPLITDORF high tension magnetos that is revolutionizing the running of thousands of these remarkable cars.

Every refinement has been incorporated in the SPLITDORF instruments to make them as simple, positive and reliable as the demands of the constantly growing thousands necessitate—in a word, they are built for the multitude and a car for the SPLITDORF "G U A R A N T E E."

An installation of the SPLITDORF instruments is tested SPLITDORF FORD SPECIAL A. L. HIGB (patented) magnetos—designed and manufactured especially for Ford cars, commercial as well as pleasure—will convince an owner of its absolute merit in getting "the best out of the motor."

With its installation in a few hours by the comparative novice the nuisance and expense of vibrators, coils and batteries pass away and a HIGH-TENSION SYSTEM SECURED that gives remarkable results.

Splitdorf Electrical Co. 1028 Geary Street, San Francisco. 1628 Broadway, Seattle. I am interested in getting the best out of my Ford Motor. Send me at no cost to myself, "Ford Power Possibilities"—a booklet telling how this can be done. Name..... Address.....

Walter's Filling Stations Gasoline and Lubricating Oils WEST SIDE Broadway and Ankeny Fourth and Taylor EAST SIDE Union Avenue and Mason Fifteenth and Broadway Forty-fifth and Sandy Boulevard Thirty-ninth and Belmont East Eleventh and Sherman 16c QUICK SERVICE