

Racing Novices Are to be Encouraged in California

New Association to Cater to Class B Talent

LOS ANGELES, Cal., March 30—Special telegram—The Pacific Racing Association has been formed here and has made formal application for affiliation with the Automobile Club of Southern California. The new organization is confined to drivers who never have finished in the money in an A. A. A. event. Registered pilots under the Pacific association are rated as class B men and are to be compared with the minor leaguers in the baseball world. The first race is to be on the road either at Santa Monica, Venice or Redondo.

None of the stars on the Pacific coast will go outlaw. The big men in the game laugh at the organization of the fair associations to promote dirt track races and all of them will stick by the A. A. A.

FAIR ASSOCIATIONS BREAK AWAY

Chicago, March 30—The American Association of Fairs and Expositions, which has expressed dissatisfaction in the past with the actions of the American Automobile Association has formed the International Motor Contest Association for the purpose of handling race meets run on the dirt tracks which it controls. It intends framing its own rules and issuing its own sanctions independent of the A. A. A. George W. Dickinson, of Detroit, has been made chairman of its board of directors. A permanent office will be opened in Chicago.

The action was taken at a meeting held in this city last night, following which a long statement was issued. Among other things, it stated that the new association will differ in two respects from the present contest board of the A. A. A.: It will not try in any way to control either promoter, driver, mechanic, or track by adopting arbitrary rules, and its operation will be limited to those who are given representation on its board, thereby eliminating taxation without representation. It will be entirely a mutual organization with no salaried directors and only a paid secretary. All sanctions will be issued for nominal sums graded according to the sizes and class of tracks.

Probably the direct cause of the break was the action of the American Automobile Association last summer when it suspended the Detroit track for permitting an unsanctioned meet to be run on it.

SUNBEAMS ENTER CHICAGO RACE

Chicago, March 29—A cable direct from the Sunbeam company of England nominates two cars for the Chicago speedway race, scheduled for June 19, the drivers named being Louis Coatalen, engineer of the company, and Porporato, a Spanish driver who at one time was considered among the top-notchers but who has not been very active in the racing



PORPORATO, SPANISH DRIVER, WHO WILL DRIVE A SUNBEAM IN CHICAGO RACE

of late years. Inasmuch as Coatalen and Chassagne have been named for the Indianapolis race, fans are wondering if a switch in plans has been made and Porporato substituted for the holder of the world's hour record, who now is in the French army.

Coatalen promises to bring over two of the Sunbeams which were raced in the last French grand prix, stating that these cars really are racers whereas the Sunbeams that have been in American competition really have been modified types of touring cars.

Two Duesenberg entries also were received today.

CHANGE IN WINTON RULES

Cleveland, O., March 26—Cash prizes amounting to \$3,500 will be paid the twenty-five chauffeurs making the best records in the eighth annual Winton six repair expense contest. Also, the best record made by a "new-size" Winton six will win for its owner a brand-new car in even exchange for his old one.

The 1915 contest will start May 1 and end October 30. If prior to October 30 any contestant has driven 12,500 miles, his effort ends at that point; he will not be required to continue. This does not mean that 12,500 miles is certain to win first prize. On the contrary, the purpose of the 12,500-mile limit is to equalize chances. A few drivers have opportunities to run as much as 20,000 miles during a season. If big mileage alone were the object, these drivers would easily carry off the big

prizes. By the new rule, each contestant is assured that no record beyond 12,500 miles will be considered, and that contestants who are not able to reach great mileage will have an opportunity to share in the prize money.

First prize will be \$500, second \$400, third \$300, and fourth \$200. Sixteen prizes of \$100 each and five district prizes of \$100 each will be awarded. District prizes will be awarded for the best remaining record in each of five sections, after the first twenty prizes have been awarded. These prizes are intended to encourage chauffeurs who would otherwise land outside the money.

STARS IN BIG MATCH

Los Angeles, Cal., March 24—Bob Burman, Louis Disbrow and Earl Cooper are to meet on the famous Ascot Park 1-mile dirt track in a three-cornered match race April 4. Disbrow, driver of the Simplex and Burman, pilot of the French Peugeot, signed articles yesterday afternoon. Earl Cooper, the California favorite, who now is confined to his home here with an illness which is the result of the grand prix in the rain at San Francisco, heard of the match race this morning and at once issued a challenge to the two famous mile track drivers. Both Burman and Disbrow were willing to have Cooper in his Stutz admitted to the competition and the three-cornered race was immediately framed. The race will be sanctioned by the A. A. A. and promoted by Walter Hemple, who is hanging up a \$3,000 purse on a winner-take-all basis.

PORTER PICKS HIS DRIVERS

Chicago, March 29—A letter from Finley Porter at Port Jefferson, L. I., states that the three Porter-Knights which are being built for the 500-mile race at Indianapolis will be on the road by May 10. Good progress is being made in the construction of the motors and it is expected that the first one will be put on the block this week.

Porter has selected his drivers and he states that his pilots will be Hughey Hughes, Neil Whalen and Bruce Keene. It will be remembered that Hughes drove for Porter when the latter was engineer for the Mercer company. Whalen campaigned a couple of years ago in a National, while Keene is the former Marmon star.

MAXWELL IN UTILITY TEST

Philadelphia, Pa., March 25—In a 7-day utility test under the auspices of C. O. Richard Kindig, president of the Sterling Motor Car Co., Broad and Race streets, a Maxwell touring car completed 947 miles on 43½ gallons of gasoline, an average of