

THE AUTOMOBILE

Vol. XIII.

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No. 3

RESULTS OF THE INTERNATIONAL RACE.

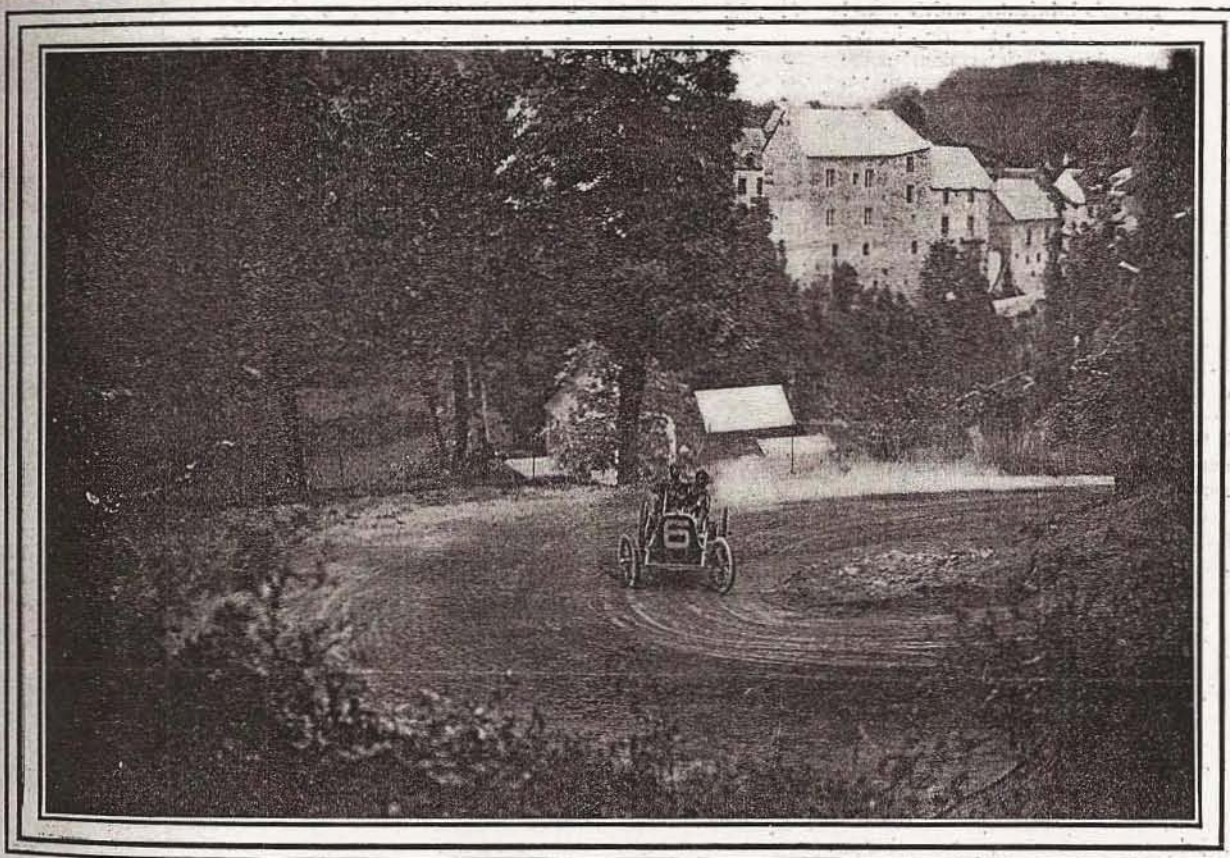
From Our Own Special Correspondents.

CLERMONT-FERRAND, July 5.—France again holds the Gordon Bennett Cup. Such is the outcome of the sixth, the most exciting, the most keenly contested, and the most surprising

But the most important feature of the day is not the victory of France, but the remarkable performance of Italy and the collapse of the Mercedes competitors. When the race began it was thought by all

and at the end of the first round they discovered that the struggle was to lay between them and Italy—one of the latest arrivals to automobilism.

Lancia's Fiat car made the most remark-



LYTLE IN THE POPE-TOLEDO ROUNDING THE DANGEROUS CORNER NEAR ROCHEFORT ON THE AUVERGNE CIRCUIT.
First American Car to Finish in a Gordon Bennett Race.

of all the races yet held for this much valued trophy. Not only does France hold the Cup, but the previous year's winner is again the victor. This is a record, for never before has the race been won twice by the same man. Théry must be, indeed, "a proud man the day."

—and feared by France—that the victor would be found amongst one of the six Mercedes cars present. And amongst this formidable set of men Jenatzy was generally regarded as the most likely winner. Less than an hour had to elapse to show the French that their fears were ill founded,

able performance of the day. When the second round was finished he was leading on Théry by thirteen minutes, and during the third round this lead was still further increased. Whilst going very fast, and at a moment when victory seemed almost certain, a stone from the road struck the

owing to mechanical defects. The trouble of the day was tires. Théry had five new tires put on to his machine during the race. Two were on the front wheels and three on the back. One of the latter did not burst, but was changed as a precautionary measure when the fourth tire gave out. Many of the cars ran portions of the race on the rim; one of the Hotchkiss vehicles had to abandon entirely on account of tire troubles, when about two miles from home on the last round, and not a single car got through without trouble under this head.

Most of the cars carried stud bands forming an integral part of the tire, the woven band in which the studs were embedded being as narrow as possible to diminish weight. After a couple of rounds the studs were worn right down or came out in clusters. The fiber immediately yielded to the action of the road, and the rubber was attacked in its turn.

An examination of the road immediately after the race was a most interesting study, especially on the 7 to 15 per cent. grades with the numerous zig-zag bends, as difficult as any it is possible for an automobile to tackle. On the straight portions, even where the grade was the highest, the course remained in perfect condition. At the bends it was covered so thick with stones as to give one the impression that they had been scattered there for repairing purposes. It could be seen by the tracks made, that all the cars had cut close into the inside of the bend, passing within three or four feet of

STARTING
ORDER AND NO.

CAR.	DRIVER.	CLOCK TIME OF START.	TIME OF FIRST ROUND.	TOTAL ACTUAL RUNNING TIME.	POSITION AT FINISH.
		A. M.	H. M. S.	H. M. S.	
1 Richard-Brasier	Théry	6:00:00	1:42:52	7:34:49	1-5
2 Renault	Sizz	6:04:00	1:48:47	7:55:47	3-5
3 C. G. & V.	Girardot	6:08:00	2:19:45	Overtaken at Sayat	
4 Bayard-Clement	A. Clement	6:12:00	2:00:31	Broke a cylinder	
5 Hotchkiss	Le Blon	6:16:00	2:02:19	8:13:13	4-5
6 Automoto	Lapertot	6:20:00	2:50:45	Did not finish; engine seized	
7 De Dietrich	Gabriel	6:24:00	1:57:37	9:02:29	2-5
8 Darracq	Hemery	6:28:00	1:51:14	8:21:38	
9 Panhard	Heath	6:32:00	1:59:37	8:11:38	3-5
10 Gobron-Brillie	Rigolly	6:36:00	2:02:00	8:16:57	4-5
11 Richard-Brasier	Caillois	6:40:00	1:53:33	7:43:11	
12 Renault	Edmond	6:44:00	2:50:29	8:57:24	2-5
14 Bayard-Clement	Hanriot	6:48:00	2:10:00	8:23:39	3-5
15 Hotchkiss	A. Fournier	6:52:00	2:06:45	Did not finish; tires burst	
17 De Dietrich	Rougier	6:56:00	1:54:18	Did not finish	
18 Darracq	Wagner	7:00:00	1:44:40	7:47:11	2-5
19 Panhard	Teste	7:04:00	1:56:48	Car overturned in ditch	
21 Richard-Brasier	Stead	7:08:00	1:55:53	8:56:08	
22 Renault	Bernin	7:12:00	1:57:54	Did not finish	
24 Bayard-Clement	Villemain	7:16:00	2:50:49	Arrived after control closed	
25 Hotchkiss	Lavergne	7:20:00	2:26:07	9:05:14	
27 De Dietrich	Duray	7:24:00	1:51:51	7:44:47	4-5
28 Darracq	De La Touloubre	7:28:00	2:09:11	8:30:54	
29 Panhard	H. Farman	7:32:00	1:56:43	Wheels smashed; car abandoned on road.	

the road boundary. Where the road was of a sandy nature, the inside of the bend was ground down to powder and the outside thickly covered with stones.

Fortunately, the weather was good and roads perfectly dry. Much rain had fallen during early part of previous day, but the evening was fine, and to-day weather conditions were perfect. Thus, roads were dry and absolutely free from dust.

with its red torpedo-shaped bonnet, and horse-shoe radiator, is sent away; and four minutes later the C. G. V. car, driven by Girardot, one of the partners in the firm, goes off with a rush, his wheels skidding and throwing up much dust.

No. 4, Albert Clement, is a favorite and receives an ovation as he comes up to the starting line. For a few minutes he talks quietly to his father, standing at the right hand side of machine, and when start is given goes away cautiously, picks up speed rapidly and disappears around the bend on hillside at a high rate.

No. 5, the Hotchkiss, is driven by Le Blon instead of Fournier. He gets away quickly on the signal.

No. 6, the Automoto car, gets away rather badly; clutch is let in too quickly, and motor almost stalls.

No. 7, Gabriel, is a favorite, and is watched with interest by the spectators. Rougier, a driver for the same firm, comes out and gives him some advice in an excited manner. Gabriel replies smilingly, whilst his mechanic munches a crust of bread when the car goes off.

No. 8, Darracq, is cranked too early, has to be stopped and recranked.

Heath, driving a Panhard, receives quite an ovation from the English colony present, and Gobron gets away just to time after some difficulty in cranking the engine.

Most of the French drivers appear to be in high spirits, and give a wave of the hand to the assembly as they get away.

When No. 21, Brasier car, is started, the chauffeur waves to the crowd, pats his tires, as if to urge them on faster, and then settles down into his seat.

When No. 29 has disappeared, it is seen that there is a Panhard, No. 30, down the road, and a Renault *à bis*. They are, however, spare cars, the Panhard being without

The Race as Seen from the Grand Stand.

PRESS STAND, Gordon Bennett Course, June 16.—At 2:30 o'clock this morning strings of people armed with baskets of provisions and bottles of wine, were trudging up the hillside leading from Clermont to the starting line ten miles out of town. At the various vantage points of the circuit claims have been secured, and merry parties are camping round fire on the cliffs. It is reported that the road will be entirely closed at 4 o'clock, and the public prefers to stop out half the night to miss seeing the racers coming round the edges of the precipice.

Autos follow one another rapidly up the hill to the grand stand, where already the officials are in attendance, and animation reigns. A full moon lights up the scene showing the vast grass-covered plateau, the high mass of the Puy de Dome topped by the observatory and the smaller pine-covered dunes in the distance.

An elegant and select assembly, at no time of the day so numerous as to cause the grand stands to be uncomfortably crowded, was present at the hour of starting. The large number of splendid automobiles which may be estimated at not less than 500, stored behind the stand, indicated the social standing of the spectators.

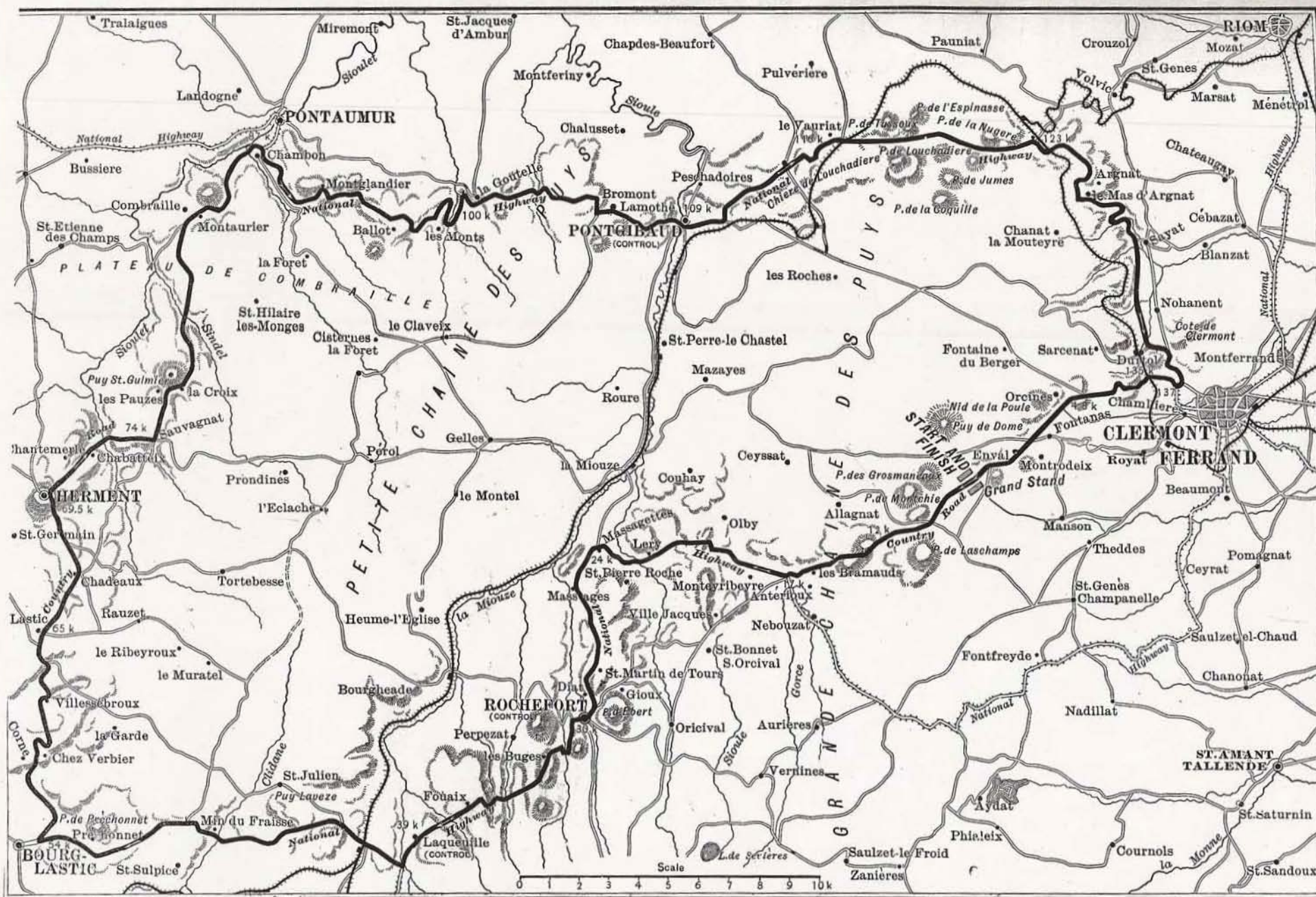
At exactly four minutes to six Théry's Richard Brasier car came to the starting line. The champion sat in his seat looking indifferently about, whilst his mechanic lolled about the fore part of machine, waiting the signal to crank the engine one minute before starting time. Richard Brasier came up and talked seriously to his driver, shook hands with him and the mechanic, gave some final words of instruction and stepped back as the starter began to call out the seconds.

A wave of the hand and the word "Go" from the starter and Théry let in his clutch quickly but gently, and immediately dashed down the road at high speed to the clapping and cheering of spectators.

For a couple of hundred yards the road slopes down gently. Then it begins to mount up the hill, and for a few seconds the car is hidden between the barricades. The road then rises rapidly, curving to the left, then to the right, having a 7 per cent. grade, and disappears suddenly amongst the fir trees. This double bend is clearly visible from the stand and each car's reappearance is waited for, watch in hand, about a minute after the start.

At 6:04 the Renault car, quite distinctive

THE MAP OF THE AUVERGNE CIRCUIT IN FRANCE OVER WHICH THE GORDON BENNETT RACE WAS RUN JULY 5, REDRAWN BY OUR OWN CARTOGRAPHER FROM MILITARY AND OTHER ACCURATE MAPS.



July 20, 1905.

THE AUTOMOBILE.

Looking on at the Grand Stand.

From Our Own Special Correspondents.

PLATEAU DE LASCHAMPS, July 5.—

At dawn this morning the plateau of Laschamps was a scene of life and busy movement, for all night long arrivals had been coming up to get their positions for the great race. Hundreds had slept out all night, wrapping themselves up in great coats and laying under the shelter of the grandstand. This had been a necessity for many, as there was no housing accommodation on this wild, wide stretching plateau. Although a vast view can be obtained one solitary little red brick dwelling, perched in a cleft on the hillside, and partly hidden by the fir trees, is visible to the eye.

of the ravine a greyish band was distinctly visible serpentine down between the fir trees until it was lost in the valley. At each side of the road an unending stream of people was moving up in Indian files, so as to leave the narrow track free for the frequent passage of the cars.

All carry provisions, for they are mostly of the neighborhood and will not pay the high prices for food which they know will prevail on the course. Many of the men have slung over their shoulders a small barrel capable of holding two or three pints of liquor; flasks have not yet reached this old-fashioned country.

sition, and the road is more and more strictly guarded as the hour of the race approaches. A mile, or a mile and a half from the grandstand the road is fenced in and behind the fence is already drawn up a cordon of troops.

During the race there would have been no means of passing from one side of the road to the other had not Michelin, of tire fame, constructed a bridge over the road which was profusely decorated with the firm's products. This bridge was found, at the eliminating trials, to be too far down the road to be of use to persons in the grandstand, and the club constructed a new one very near the starting point. Spectators were not allowed to remain on these bridges, and in order that they should not be tempted to break the law, the sides had



COMPETING CARS LINED UP ON THE COURSE BEFORE THE START OF THE 1905 GORDON BENNETT RACE.

The main road from Clermont to the starting line had been closed as early as 3 o'clock, and both foot passengers and vehicles were obliged to mount up by circuitous routes, joining the main road near the grandstands.

The scene was fascinating. The road winds up a ravine, the sides of which are covered with fir trees and a hardy vegetation, while here and there a patch of level has been wrested from the wild spirit which appears to brood over the district and has been carefully cultivated.

The still morning air was heavy with the dust of automobiles and gasoline vapors, and looking back from the upper portions

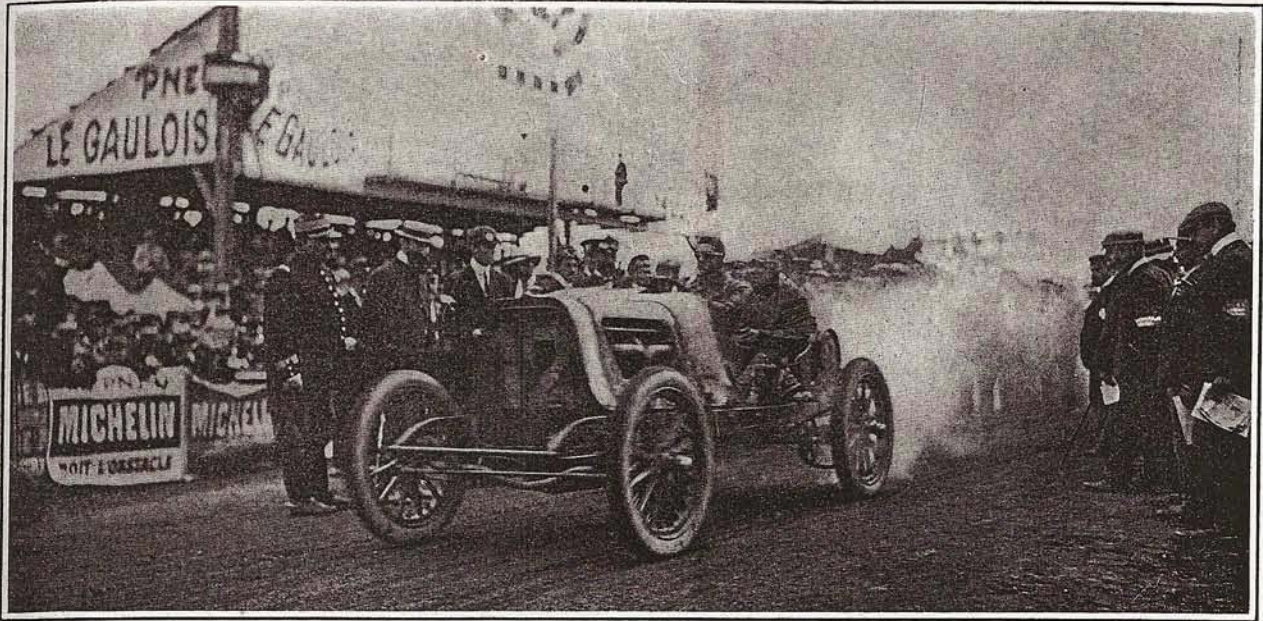
From time to time the file leaves the road where it makes a sharp bend on itself, cuts across country, and joins it a little further on to renew the Indian march. When the main road is struck, camp fires are seen at frequent intervals on the roadside, around them squatting groups of people who have passed the night in the open air. In the shadow of rocks, or wrapped up in great coats on the edge of corn or hay fields, are to be seen solitary or groups of figures. In some cases, a whole family has thus camped out; in others a group of cyclists are united, whilst, again, a band of peasants has made a joint excursion.

Troops and gendarmes are already in po-

been raised sufficiently high to shut out the view. A trumpeter remained on each bridge and as soon as he heard a call from a comrade further down the road announcing that a car was in sight, repeated the signal. In this way the crowds at the grandstand were always warned of the coming of a car.

Spectators were early in position, for most people preferred to travel by the good road of the course rather than make a later start and use the narrow and more circuitous tracks alone available after 4 A. M.

The stands are on each side of the road; on the left the clubs' official stands, behind them being the club's restaurant, a very



AMERICA IN THE G. B. RACE—DINGLEY STARTING AWAY IN MR. C. T. MUIR'S POPE-TOLEDO.

palatial dining room in such an outlying district. Close by was the telegraph office, and further back the weighing-in shed and the spaces reserved for the racing cars, whilst still further back were roughly erected sheds for the workmen employed on the course. On the opposite side of the road were stands erected by the club and by individual firms, whilst behind them were one or two private restaurants.

Above the center stand on this side of the road was the timing board, with a little platform running along the front of it, and on which were stationed two men. As soon as a

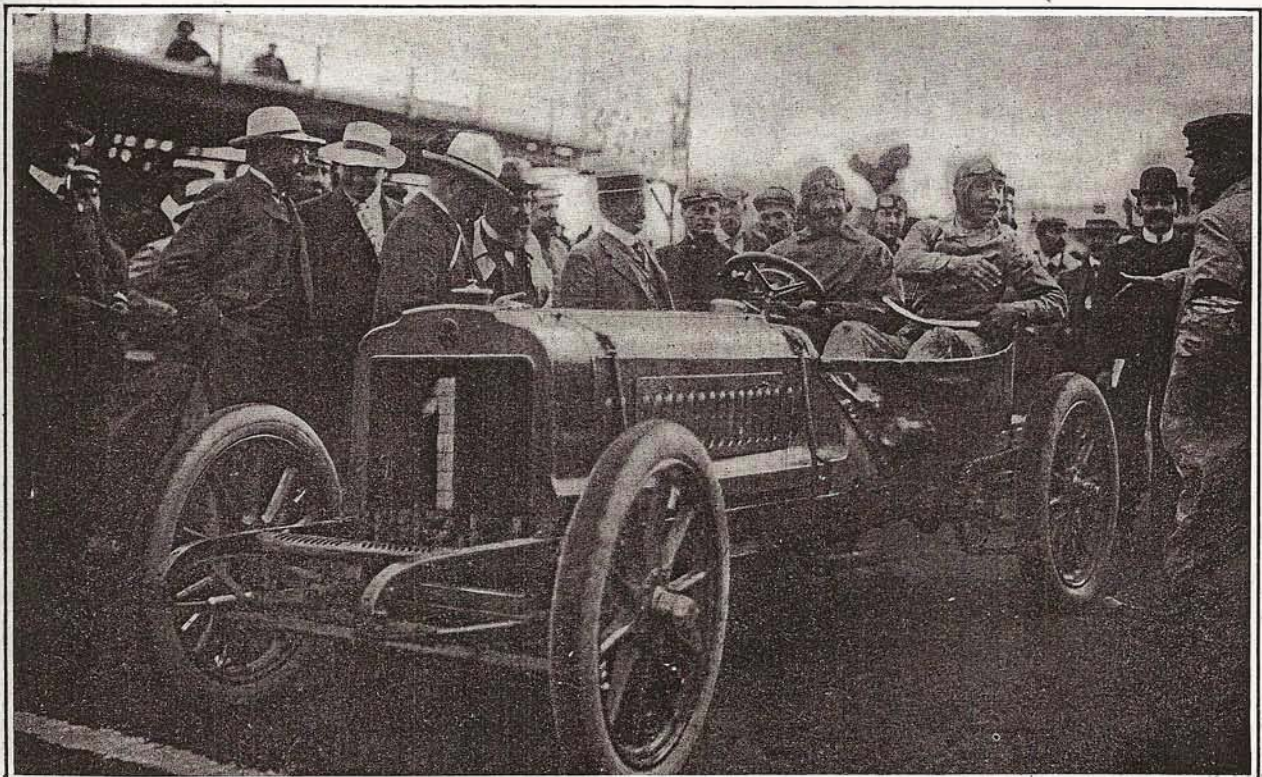
car passed, its time was written on a piece of paper and carried across the road and handed over the barrier to a man in waiting at the other side. He carried it to the foot of the timing board, attached it to a cord hanging down, when it was drawn up and the time painted in the space reserved. The operation was slow, and frequently two cars had gone by before the time of a preceding car had been painted on the board. On the bridge uniting the two sides of the road was painted in big letters *Honneur au Vainqueur* (Honor to the winner).

On the left hand side of the road was a

little wooden shed painted green, which unpretentious as it looked, was, nevertheless, the most important building on the whole plateau, being the timer's office. Opposite a wooden post had been stuck in the ground.

At 5 o'clock all had been cleared off the road but persons wearing the official badges, and the eighteen cars which would compete in the sixth Gordon Bennett cup race were drawn up in single file on the right-hand side of the road, a little below the starting point.

At 5:30 o'clock all was expectation, for only thirty minutes remained before the first



FRANCE IN THE G. B. RACE—THERY AND HIS MECHANIC AT THE LINE IMMEDIATELY BEFORE THE START.

car would be sent away. On the road were all the representatives of the competing clubs, amongst them being Clarence Dinsmore, the American delegate, who took up a position against the starting post and remained there until all eighteen cars had disappeared from view, also the commissaires of the road, the sporting committee, the owners of the cars, each with a number of assistants, and a sprinkling of newspaper men.

Just after 5:30 o'clock a bucket of green paint was brought out, and under the direction of M. Tampier a broad line was painted across the road from the post to starter's box. Now all was in readiness, and a few minutes later, No. 1, Richard Brasier's machine, to be piloted by Théry, the holder of the cup, was pushed up to the line by willing hands. Those on the course gathered round the car, in order to have a look at the favorite, whilst the crowds in the stands, anxious to see the car get away, cried out, "Get further back." M. Brasier came up and spoke to Théry, who replied very briefly. Then, when he had got into his seat, his engine had been cranked, and his mechanic was settling down into his place beside him, M. Brasier patted his driver on the back of the head and wished him good luck.

Théry's engine throbbed gently as the timer began to count off, "Un, deux, trois—allez!" He went away very quietly amidst the cheers of the people, waved his hand a second later, and when a few yards further down the road gave another wave in response to the cheers which continued to follow him. In a few seconds he was round the slight bend, which momentarily hid him from view, then almost directly afterwards he reappeared on the brow of the hill and was watched with interest as he went round the gentle turn to the right into the wood.

Clifford Earp's six-cylinder Napier car was next pushed up to the line and instantly surrounded by a crowd of Britishers, who made the mother tongue dominate the French language for the time being. Four minutes after Théry had gone the order was given to crank the engine, the timer came round to the right-hand side of the car, and whilst the officials were examining all the pieces to see that they agreed with the marks on the official sheets, he explained in French to the English driver that he would say, "One, two, three, go!" Earp started rather more quickly than Théry.

As soon as Jenatzy's (No. 3) car came up, language changed again, nothing but guttural German being heard for some time. Keen interest was manifested in the German champion, for he was looked upon with fear by the French contingent as the man most likely to wrest from them the valued trophy. When the word "Allez!" was given he went over the line like a shot and disappeared from view much more quickly than the two previous competitors.

A hush fell upon the crowd as he went away, for the thought was in every mind

that this daring and determined driver would reconquer the trophy he lost in Germany. The possibility of it was too terrible for the French to think of without a shudder. The Fiat car, to be driven by Lancia, had just got up to the starting line when the cry was raised by some person in the grandstand, "The dog." Someone made a dash for the animal, but missed it, and it continued to run down the road followed by frantic cries of "The dog, kill it; shoot it; stop it."

The poor animal, bewildered by the babel of voices on each side of him, continued to run down the hedged-in road looking from left to right for some means of escape. None was to be had, and Lancia's Fiat car was now thundering down the road towards it.

At the starting line car and dog were watched with breathless suspense. Lancia drove straight on, swerving neither to left or right. An involuntary "Oh!" went up as the left front wheel was seen to strike the animal, the rear wheel went over it, the body rolled over, feet in the air, and the car went on undamaged.

A sigh of satisfaction, mingled with a few expressions of "Poor dog," went up from the people, and they turned their attention to No. 5 car, an Austrian Mercedes piloted by Braun. He went away very quickly, and the Pope-Toledo car was pushed up to the line.

The whole American contingent gathered round Lyttle and wished him good luck on his journey. Lyttle made a very careful start, and went away rather slowly. He had only just got out of sight when the message came through to the undisguised satisfaction of the French section, that Jenatzy was stopped by the roadside.

The second Richard Brasier car, No. 7, driven by Caillois, came up and was sent away amidst loud cheers. No. 8 car was the English Wolseley, and its start was watched with interest, for Rolls is the best known of the English-speaking drivers in the race. The starter commenced to explain that he would use English words instead of French as the seconds passed, but Mr. Rolls replied to him in good French, telling him there was no necessity to do so, and continued conversing in French for a few seconds. On his dash he had stuck up a card on which was written the names of different points on the circuit with their distances apart in kilometers and miles.

Baron de Caters, on No. 9, German Mercedes, came up next, and was greeted by M. Brasier, who said to him: "Try to win, but don't come in first." The Baron made a very quick start, and his place was taken at the starting line by Cagno, on No. 10 Fiat, who went away with surprising skill.

Hieronimus was not so successful in getting away.

Dingley, on No. 12, Pope-Toledo, next came up and was surrounded immediately by all Americans who heartily wished him good luck. The timer with great amiability

explained that he would give the start in English, to which Dingley replied, "All right," and continued laughing and talking with his friends in the best of humor. Tattersall, his mechanic, on the contrary, remained very quiet. Dingley had an unlit cigar in his mouth when the start was given, and the fact was taken particular notice of by the French, who remarked frequently, "The American has gone away with a good cigar between his teeth."

Duray was wearing a red, white and blue woolen skull cap when his big De Dietrich car came to the starting point. His machine belched forth much smoke, but he went away very quickly.

Bianci, who is English by nationality and Italian only in name, brought the British contingent again to the fore, and gave the starter an opportunity to again repeat, "One, two, three, go!" in English.

Werner steered No. 15, German Mercedes. The start was explained to him in his native tongue. He listened attentively to what was said to him, said but little, and whilst the engine was running and he was waiting for the minutes to be counted off, played rather nervously with his lever. When the word was given he went off from the starting line like a shot.

The little Italian, Nazzari, started his No. 16 Fiat very cautiously.

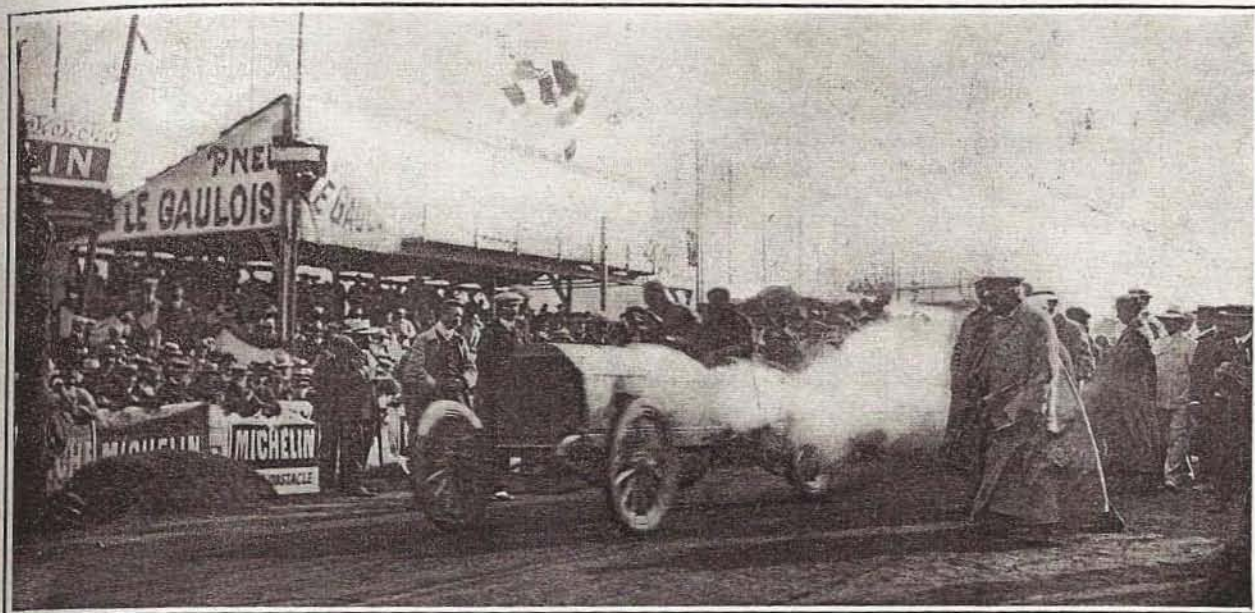
Burton, the burly Englishman, who drove No. 17 Austrian Mercedes, came to the line dressed in collar and cuffs, the only change from his ordinary attire being that he wore a blue jacket. He wore spectacles under his goggles.

At 7:20 A. M. the last car, Tracy's Locomobile, No. 18, was pushed up to the line, thus making its first appearance on this course, it having come too late to be run here before the circuit was closed. Tracy chatted quietly with his American friends, listened to the explanations about the start, and when the word was given went away rather slowly on his high-gear.

He was not more than a few yards down the road before the gendarmes and soldiers were pushing all the officials and assistants through the little wicket by the side of the timer's box, and when Tracy disappeared around the bend in the road nobody was left on the course but the timer and his two assistants and a road commissaire.

No accommodation was provided for the press men except a few tables in the telegraph office behind the grandstand. Owing to the crowd, they had hardly found a few spare inches of space in which to ply their pencils before the boom of the cannon announced that a car had been sighted by the lookout men at the observatory on the top of the Puy de Dome. In the meantime a note had been fixed up at the back of the cabin to the effect that Jenatzy, previously reported as stopped, had restarted after a delay of a few minutes.

Above the strains of the military band a bugle call is heard, and a couple of minutes



GERMANY IN THE G. B. RACE—WERNER IN MERCEDES AFTER GETTING THE WORD TO GO.

later the word went round that a car was coming. All eyes turned down the road to get a glimpse of what is hoped will be Théry's car. The hope is confirmed, for exactly at 7:41:7 No. 1 car rushes past in splendid form and disappears round the bend on Col de la Moreno, distant about 1,800 meters, in less than one minute.

Nothing official has been announced as to how long Jenatzy had been stopped on the road, and speculation is rife as to whether he will arrive next. The English (No. 2) car not being generally looked upon as sufficiently formidable to maintain its position behind Théry. Rumors are abroad that Jenatzy's first stop was of twenty minutes' duration, but nothing officially is known. When a car does appear at 7:49:57

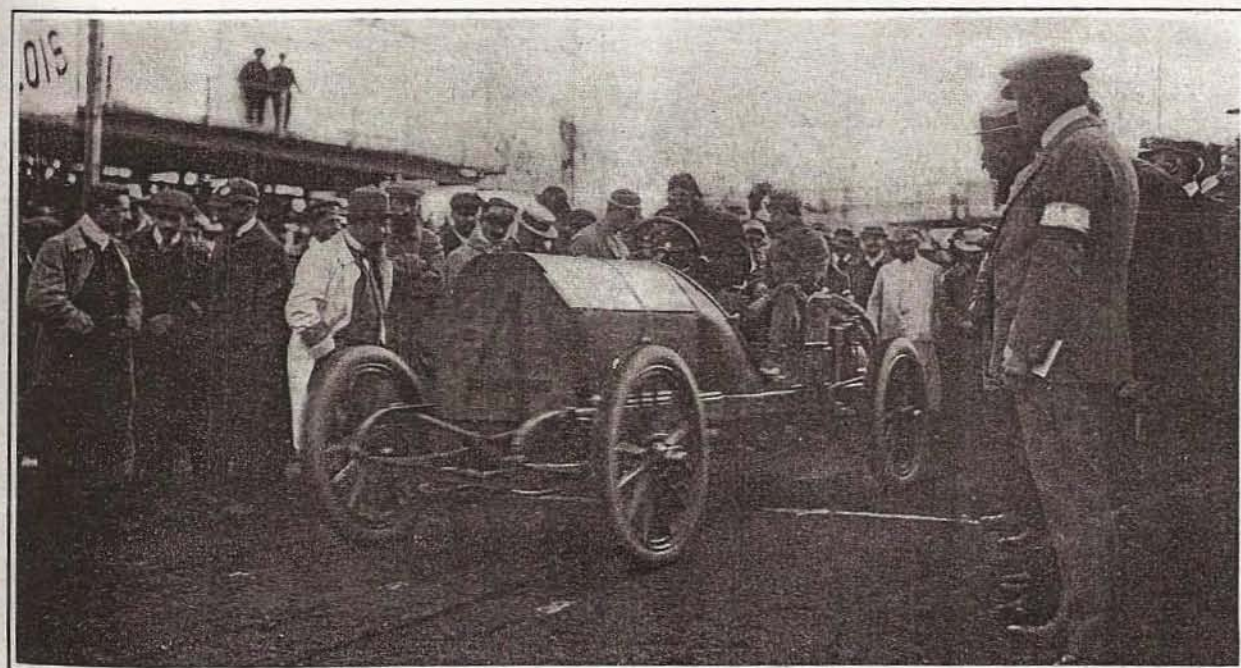
it is neither No. 2 nor No. 3, but Lancia's Fiat No. 4. He dashes by at a tremendous speed, apparently going much faster than Théry, and, indeed, this was the case, for his gain on this round was nearly 7 minutes on the French favorite. The natives look glum, but console themselves by saying that the Fiat car is going too fast to be safe. No. 2 followed next, in 1:54:11, going well, but bumping considerably over the uneven road past the grandstand.

The order thus stands, Lancia (Italy), Théry (France), Earp (England). Rumor comes in that Lancia has had to stop at Rochefort, and has lost all his lead on Théry. This causes excited discussion, especially amongst the editors of several Parisian automobile papers, some declar-

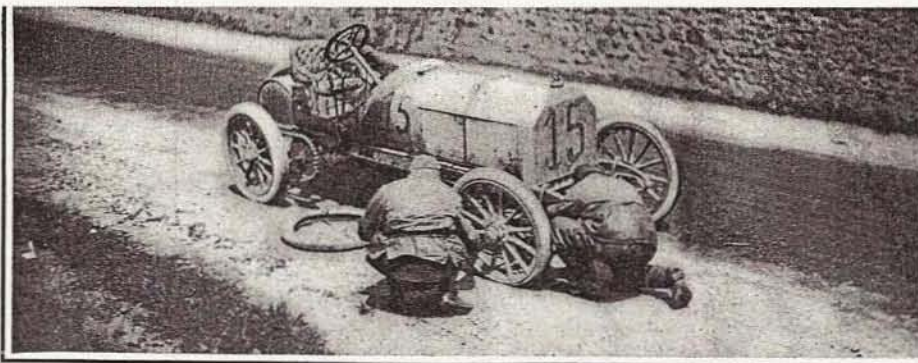
ing that the Italian has only stopped at one of his stations to take in gasoline, others being of opinion that it is an accident due to his excessive speed.

The Austrian Mercedes No. 5, driven by Braun, next comes by in its numerical order, time 1:55:4, and three minutes later is followed by Jenatzy, who has only got fifth position, in this early stage. He is going fast, but it is noticed that his engine misses fire whilst within hearing of the grandstands.

The first five of the list having passed, it is now the turn of the Pope-Toledo, No. 6, to appear. Instead of Lytle, however, No. 7, Caillois Richard Brasier, comes by, both driver and mechanic being bent forward so much as to be almost doubled up. He has



ITALY IN THE G. B. RACE—LANCIA CROSSING THE LINE AFTER HE HAD BEEN STARTED.



WERNER IN GERMAN MERCEDES STOPPED ON THE COURSE FOR TIRE REPAIRS.

not done so well as his companion, Théry, his time being 2:00:05.

The position now stands: Italy, France, England, Austria, France, Germany.

Eight minutes later Rolls, on the English Wolseley, went by in 2:03:49, thus putting Jenatzky still further back in position for the first round. The car is not out of sight when the Italian car No. 10 comes by at a very fast speed, time for the round being 1:54:44. At the time of passing the mechanic is bent down doing some work on the machine and is so much hidden from view that a rumor ran through the stand for a few minutes that he was not on the car.

Rolls stopped by the roadside before getting out of sight of the stands and is passed by the Italian car. A moment later, however, he is off again. De Cater's Austrian Mercedes comes by next, missing fire, with a time of 2:06:09, which places him ninth and Jenatzky tenth.

Lytle has not yet appeared, and a telephone message announces that Dingley also is losing ground, for he has been passed on the road by No. 16, which started 20 minutes later.

When Duray's big De Dietrich roared past in 1:47:27, placing him third on the list, loud cheers broke forth from his numerous admirers amongst the spectators.

Three minutes later another Mercedes car appeared, No. 11, driven by Hieronymus. His time is 2:02:28, and his passage causes satisfaction amongst French and disappointment in German circles, for none of the four Mercedes cars now reported have done well.

Four minutes later Lytle's Pope-Toledo car is sighted, something rather serious must be the matter for the car is only going slowly, and Knipper has left the seat and is sitting with his feet hanging over the side of the car. He waves his hand gayly as he goes by, but Lytle does not look up. His time is 2:30:09, the slowest yet recorded, though both Burton (Mercedes) and Tracy (Locomobile) afterwards make slower time.

The hope of the Mercedes people is raised a little when Werner goes by in 1:50:01, thus taking third position on the first round.

Four minutes later it is the Fiat steered by Nazzari, which rushes past and Werner loses his third position and takes fourth.

The Wolseley car appears next in 2:12:49, having thus no chance of finishing well.

There is now a long wait, and the crowd amuses itself watching the antics of a bal-

AUTOMOBILE CLUB DE FRANCE

COUPE GORDON-BENNETT

5 Juillet 1905

Contrôle de

N° du véhicule

	H.	M.	S.
Arrivée	7	18	35
Arrêt		1	
Départ	7	19	35

Le Chronométreur,

E. de Senneville

CONTROL CARD GIVEN TO DINGLEY.

loon man which an enterprising tire manufacturer has let loose, and who is making frantic efforts to disentangle himself from the rafters of one of the grand stands.

While waiting for the next car to appear

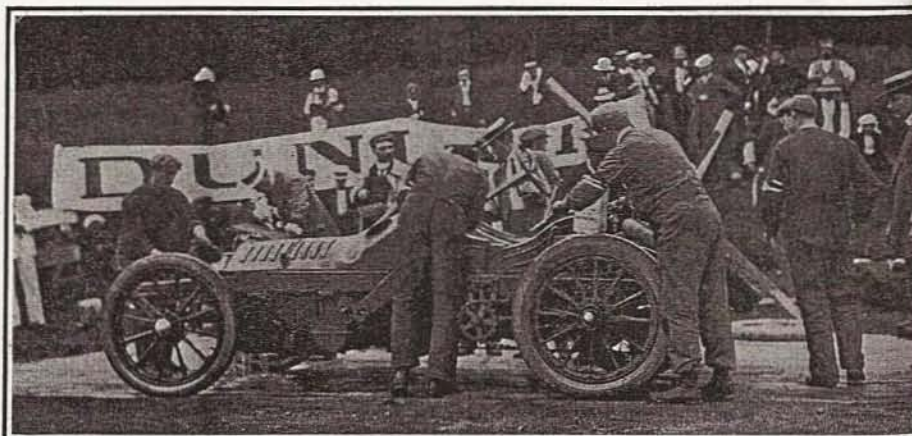
up, and it is clearly seen that the struggle of the day will lie between France and Italy. Lancia is leading on Théry, Nazzari is close behind him, and has also gained a few seconds on Duray's De Dietrich. Thus, unless there are spacing allowances not yet announced, Italy occupies first and third position.

Excepting Werner, the Mercedes drivers are not going to be in the race; the English are not to be feared, for only Earp is going well, and the American cars appear to have lost all chance of obtaining a good position. All have now finished the first round except Dingley, Burton and Tracy. Dingley appears to have been lost sight of by everybody, though an early telephone message from one of the stations had announced that he was going well.

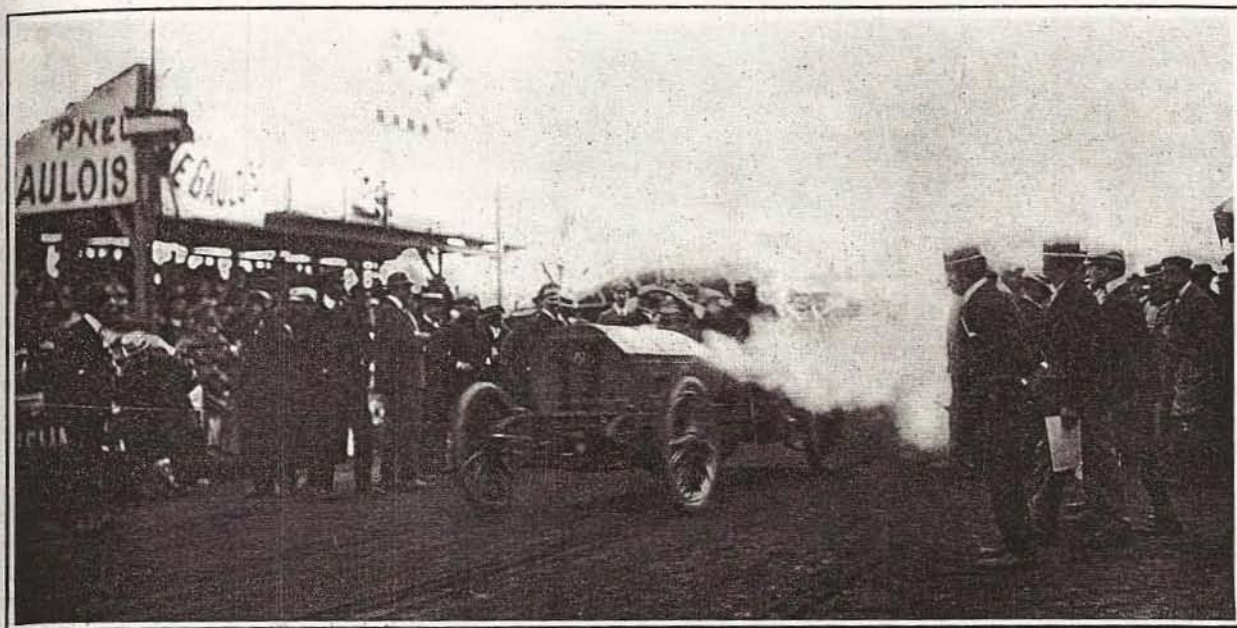
About 9.20 a gun had been fired from the observatory, and this was taken as a signal that Théry was coming round again. Several minutes passed and the signal was not given that he was approaching, and it was only after an anxious, expectant wait of ten minutes that the No. 1 on his radiator appeared on the brow of the hill. He rushed past at a terrific speed, apparently going rather faster than on his first round. As he passed by he put out his hand and pointed to the left hand side of his motor. It was such an unusual thing for Théry to do that conjectures as to what he meant to indicate were made wholesale. The second round was longer than the first, being 1:48:57, but as it was not known whether he had been detained in the controls or not, this was only approximate.

Excitement now reached a high pitch and it was still further increased when two minutes later, Lancia's Fiat whizzed past, having done the second round in 1:42:11, and obtained a total advance of Théry of thirteen minutes. This would probably be still further increased, for it was thought that Théry would stop on the round to take in gasoline and change his tires.

Spectators were divided into two distinct camps, those who thought Théry would win, and those who pinned their faith on the



ROLLS, ENGLISH WOLSELEY, STOPPED FOR WATER AND SUPPLIES AT TIRE STATION.



AUSTRIA IN THE G. B. RACE—BURTON IN MERCEDES GETTING AWAY FROM THE STARTING LINE.

Fiat car; as to the chances of the other competitors nobody gave them a moment's thought. Over half an hour was spent in excited discussion as to the chances of France and Italy, and during this time no cars passed, nor did any messages come in from the outside.

At 9:57:30 Burton went by at a fairly good speed, pointing to his rear left tire as he passed, but as his time was 2:27:30 nobody paid any attention to this once-feared rival.

All have now finished the first round except the two Americans, Dingley and Tracy. No news whatever can be obtained as to the fate of the former, and the latter also remains unreported, though this is not very

surprising, seeing that he was the last man to start. However, five minutes after the Austrian, Tracy arrives, having been 2:42:55 in making the first round. Dingley is the only one who has not finished.

Before Tracy's time has been put on the board, No. 5, Austrian Mercedes appears, being the third car on the second round. The Napier follows, and five minutes later Caillois' Richard Brasier is also on its third round. Both driver and mechanic are still doubled up and again receive loud cheers from the crowd.

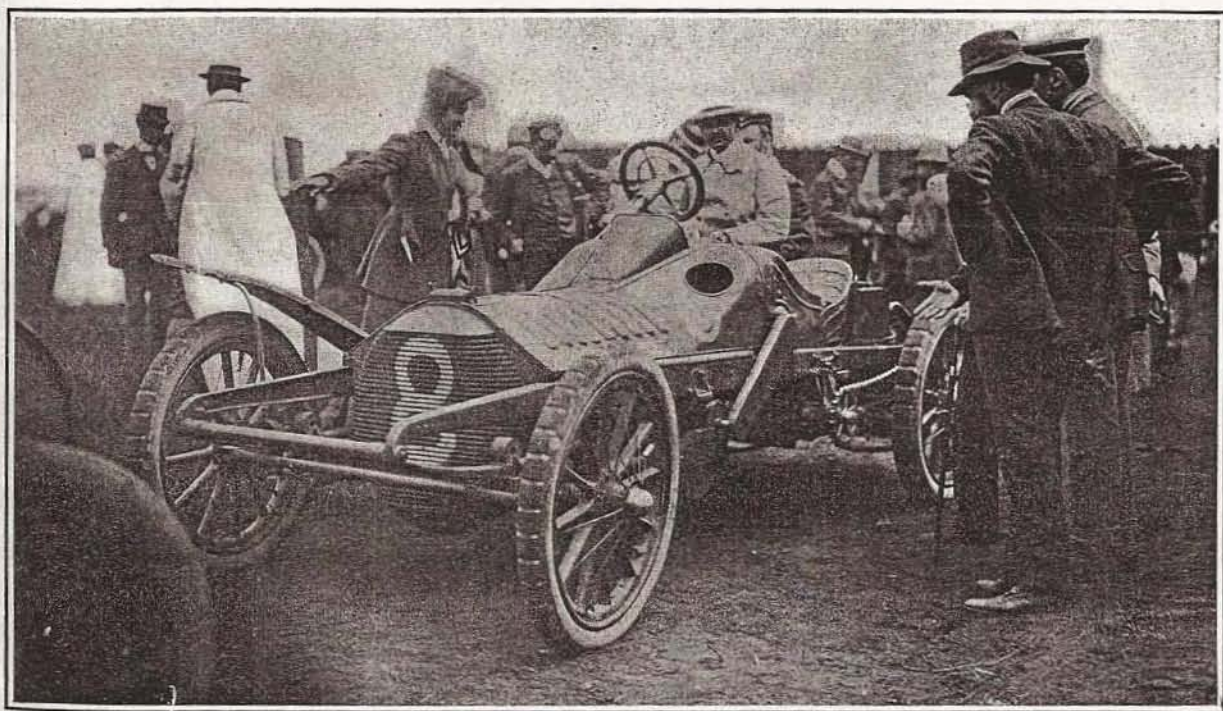
During the second round the position of the cars has evidently been changed considerably, for after No. 7 it is No. 10 that appears—Cagno's Fiat car. Two minutes later

Jenatzy passes at a good speed, and ten minutes later is followed by Rolls (England).

The official positions for the first round are now put on the scoring board. The order is: Lancia (Italy), Théry (France), Cagno (Italy), Duray (France). Not much notice is taken of it, for the spectators had worked out the classification for themselves long before.

De Caters passes the stand and about 30 seconds behind him is Duray. From a conversation afterward with Duray it appears that these two had a neck-and-neck race for a long distance, and the Frenchman was only able to pass ahead when he got the inside of a long curve.

No. 16 was the next to finish the second



ENGLAND IN THE G. B. RACE—ROLLS AT THE WHEEL OF HIS 112-H. P. WOLSELEY RACER.

round, the time for the Fiat car being 3:46:25 on the two rounds, thus placing him but one minute after his compatriot Cagno, placing him before the two French drivers, Caillois and Duray, and giving him third position in the race.

Werner (Austrian) passes almost unnoticed, it being now sure that no Mercedes car can win the race.

Soon after eleven, the weather, which up to this point had been bright, but cold, changed for the worse, and a few drops of rain began to fall. The wind also increased very much in violence and caused much damage to the awnings of the stands.

Théry's appearance at the end of the third round is now the only thought. At 11:15 o'clock the bugle announced that a car is coming. A few minutes' anxious wait and then Théry rushes by as fast as ever, his time for the three rounds being 5:18:46, he having gained only a few seconds on his time for the first round.

Now there is an anxious wait for Lancia, who at the end of the previous round was leading by thirteen minutes, but starting fifteen minutes later than Théry, was thus following him by two minutes.

All eyes are turned down the road. The bugle sounds. A car appears. It is Bianchi (England), running by without a bonnet.

Again a bugle call. Surely this will be Lancia, and there is a moment of breathless expectation, for should it be the Italian, France will have little chance of winning the cup. No, it is Lytle, in the Pope-Toledo, and instantly a shout goes up, not so much because the American car has appeared as because it is not the now dreaded Italian. The Pope car was going well, much better indeed than when she passed the first time, and it was evident an improvement had been made in her running condition. Knipper was without his cap, and both men were very dirty.

Minute succeeds minute, still no Italian car appears. A quarter of an hour passes; half an hour; and instead of Lancia it is Théry's companion Caillois who comes by. The nervous excitement gives way to intense joy amongst the French contingent, for some accident must certainly have happened to Lancia to so delay him, and there is also hope of Caillois' Richard Brasier car taking second position. It is more than one most sanguine Frenchman could ever have dared to hope for.

But after Caillois it is No. 10, Cagno's Fiat, which rushes by in very fast time. He has a total time of 5:39:12, against 5:41:49 for Caillois, so that unless there is a control allowance in favor of the Frenchman, Italy will be compensated for its loss of first position by securing second.

At this time the grandstands do not contain many people, for it is noon, everybody at luncheon, in order to be present at the arrival of Théry, which ought to take place in about an hour's time.

The Napier, the Austrian Mercedes No.

5, and Nazzari, No. 10, Fiat, go by almost unheeded, notwithstanding that the latter is only 16 minutes behind Théry and one minute behind Caillois' Richard Brasier.

The excitement is intense when the gun booms forth again, and every nerve is strung to the utmost when the distant and the near bugle sound forth. There is a presentiment that the car will be No. 1, Richard Brasier.

It arrives. Instantly a shout goes up from a thousand throats: "Théry!" "Théry!" The band strikes up the Marseillaise and for five or ten minutes a tumultuous uproar ensues. Théry drives his car to the weighing-in ground, and in a few minutes comes to the front of the grandstand on his way to the timer's office. His appearance is the occasion for another outburst of enthusiasm. Cries of "Théry!" "Brasier" "Marseillaise!" fill the air, and when the band did strike up it could hardly be heard for the din of voices. Somebody brought forth a big bouquet of flowers and presented it to Théry. M. Brasier came along and kissed his conductor, and thus the enthusiasm continued, the only man amongst them who kept cool was the hero of the hour, for Théry looked as if he would much like to be allowed to go away quietly.

What Happened to Each Contestant.

From Our Own Special Correspondents.

NO. 1, THÉRY in Brasier, came to the starting line at five minutes to 6 o'clock and was immediately surrounded by a crowd of admirers and friends, M. Brasier standing at the right-hand side of car and talking from time to time to his driver. At one minute to six, Muller, the mechanic, cranked the engine and took his place beside Théry.

Chronometer in hand, M. Tampier stood by the car and was closely watched by Théry as the minutes were counted off.

As the last seconds were being given, M. Brasier patted Théry on the back of the head, and on the word "Go" being given, exactly at 6 o'clock, Théry let his clutch in slowly, gave a wave of the hand immediately he got over the starting line, went rather slowly at first, changed gears, gave another salute and went off very fast.

In 65 seconds he had covered the 1,900 yards of road visible from the starting line and disappeared in the wood.

His first round was covered in 1:41:07. On second round he was a few minutes longer owing to delays in controls. At the beginning of third round, he changed a complete set of tires, took on gasoline and lubricating oil, the whole operation occupying exactly 5 minutes.

Finished the course in 7:24:42 3-5, easily first.

NO. 2, EARP drove Macdonald's six-cylinder Napier car. He went away quicker than Théry, smoke coming from

the tailpipe, No. 14 appeared, followed immediately by Duray, who is going well and provokes cheers. Lytle comes next, finishing his third round in 7:30:17, and going faster than he has gone before. It is evident that something must have gone amiss, for both driver and chauffeur are black with oil and in place of caps have each a rag wrapped round their heads.

Caillois finishes his race and for a time the opinion prevails that France has secured both first and second position. Cagno arrives next, having a running time of 7:30:22 3-5, just one minute more than the Frenchman, and a little later Nazzari arrives with 7:17:19 1-5. Thus the Fiat No. 16, has obtained second place unless there are great control allowances to be taken into consideration.

It is now 3:35 o'clock, and all cars are stopped as they arrive at the winning post. The road is again open to traffic, and the people disperse; all of them sure that Théry had won the cup, but many of them not certain whether a Frenchman or an Italian occupies second position.

It was fully an hour and a half later before the control sheets were brought in and the official results announced. When they did come, only a body of pressmen was there to receive them.

his car as he started Disappeared from view in 61 seconds.

On first round mechanic's and driver's seats worked loose and had to be secured as well as possible with material on car. On the second round the gasoline tank sagged, the feed pipe broke and for rest of race gasoline had to be taken on in gallon cans and fed in by hand.

Two back tires were changed on the second round; front tires were never changed. At end of race right front tire was worn down to the fibre, left one still being in fairly good condition.

NO. 3, JENATZY. The start of the German Mercedes, driven by Jenatzy, was watched with keener interest than that of any other car. Dense clouds of smoke belched forth from the exhaust, and when the word go was given Jenatzy crossed the line like a flash. In 57.5 seconds he disappeared from view.

On the first round, at Laqueille he lost 15 minutes owing to ignition troubles, and at the end of the round had dropped down to thirteenth position.

Tire troubles delayed him considerably, he having changed eleven inner tubes during first and second round. On third round he bent his front axle and later broke his rear springs when going over a sharp dip in the road, and then withdrew.

NO. 4, LANCIA, the first Italian car driven by Lancia, was started in very fine style. About 200 yards from the start

he ran over and killed a dog which had strayed on to the track.

Lancia made the fastest time of the day, occupying first position at the end of the first round, 7 minutes ahead of Théry and establishing the record run of the race, his time for the 85:40:27 miles of the course being 1:34:57.

On the second round he maintained his lead, and at the middle of the third round had still further increased it. A big stone thrown up from the road struck the bottom of the radiator when about six miles from home on the third round. The water escaped, the engine heated and seized and the race was abandoned, the car being left on the roadside on the steep upgrade leading to the grandstand.

No. 5, BRAUN drove the first Austrian Mercedes to start in the race. When the word was given, he let his clutch in rather too quickly, the car bounded and then

jumped into his seat, apparently in the best of spirits.

When the word "Go" was given Lytle let his clutch in very gently and went over the line slowly. He picked up rapidly and climbed the hill at a fairly fast speed, disappearing from view in 1:20.

He passed through the first control at Rochefort one minute slower than Théry and at Bourg-Lastic had lost only three minutes on the final winner.

During the first round his engine heated, but he was unable to discover the cause of it. Not having previously used a pan he thought this might be the cause, so stopped and knocked it off, leaving it by the roadside. No improvement was made and he finished the first round in 2:21:09, going past the grand stand slowly, Knipper sitting on the edge of the chassis with his legs dangling over the side.

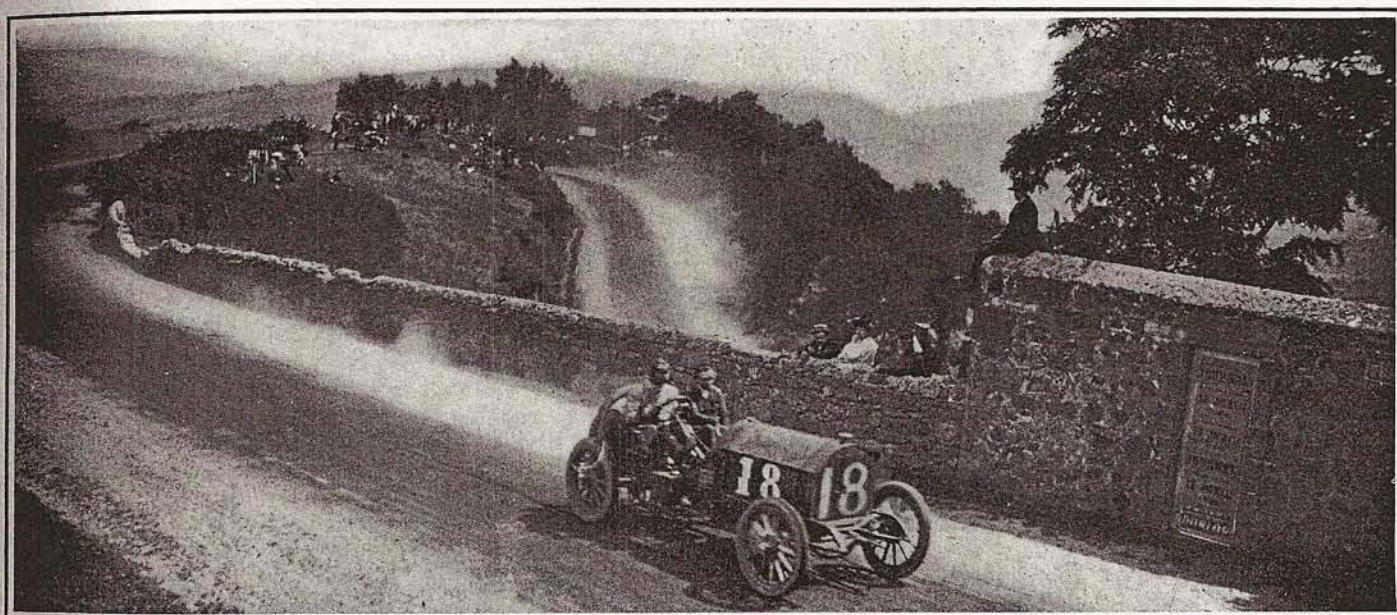
On the second round he discovered that

in 2:16:17, securing for them eighth position. Near the end of this round the fourth tire was changed as a precautionary measure, and they went past the grand stand dirtier than ever, rags wrapped round their heads in place of caps.

On the last round one stop was made for gasoline and one for water, and the course finished faster than any previous part of the race, in 2:10:00. Total time 9:30:32, giving twelfth position.

No. 7, CAILLOIS, the second Richard Brasier driver, was sent away with cheers, getting over the line rapidly and disappearing in 68 seconds.

Before starting the mechanic had put an excess of oil into the crankcase, and throughout the race trouble was experienced in consequence. Before reaching Bourg-Lastic he had been stopped five times in 15 minutes. Thus on first round he had dropped to ninth position.



TRACY GATHERING SPEED IN DR. THOMAS' LOCOMOBILE AFTER ROUNDING THE "GRAND TOURNANT" NEAR CLERMONT-FERRAND

went away very quickly. He disappeared in 62 seconds.

At the end of the first round he held eighth position, worked up to fifth at the end of second, but went back again to eleventh at the end of the third round, and finished second, but went back again to eleventh at the end of the third round, and finished tenth, this being the only classified position taken by an Austrian car, and the second place amongst the six Mercedes entries.

Numerous punctures on every round were the cause of Braun's failure to secure a better position.

No. 6, LYTLE, driving a Pope-Toledo was the first American driver to start in the race. He was as calm as if on a pleasure trip; thanked the timer when told that the start would be counted off in English, and chatted gaily with his friends around the car. One minute before the start Knipper cranked the engine, and

his cylinders and crankshaft were receiving no oil, the main oil feed pipe having broken away at the connection, and all the oil having gone on the ground.

During the remainder of the race he poured in oil from tin cans, using altogether six gallons. At every stroke of the pistons the superfluous oil splashed out into their faces, almost blinding them, and covering them from head to foot with a thick greasy mixture.

At No. 6 tire control, near the end of the second round he changed three tires, but as the depot was rather short of men went on without changing the third. When the grand stand was passed at the end of the second round, which was covered in 2:42:51, giving them fourteenth position, both Lytle and Knipper were without caps, their hair fluttering in the wind and their faces very dirty.

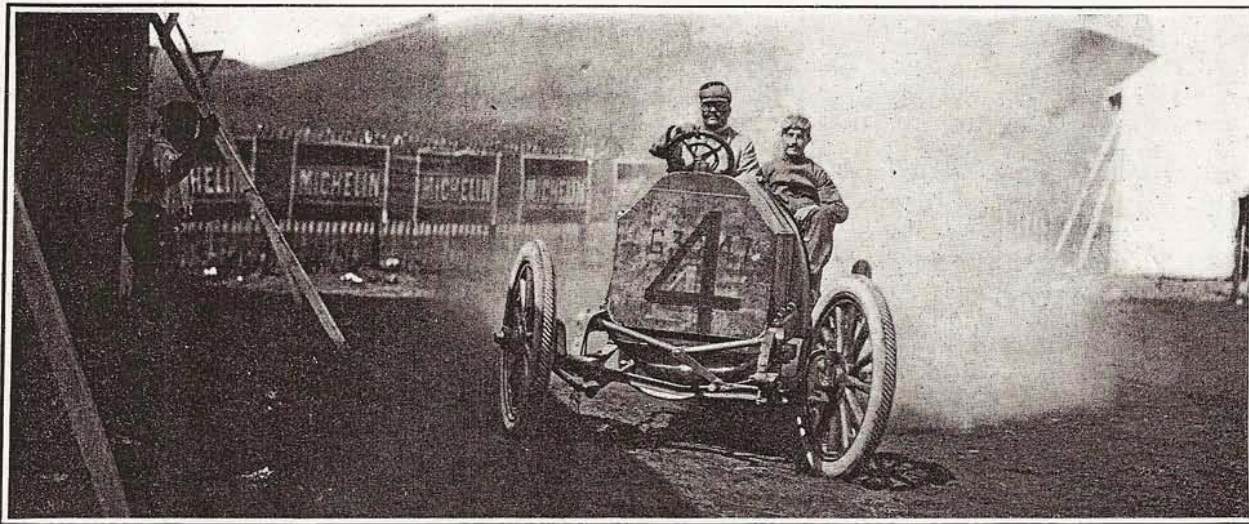
The third round was faster, being covered

On the second round it was thought that he had second position. On the third he had dropped behind the two Italian cars, and on the fourth round he made faster time than any other car, but it was not sufficient to regain the loss during the first round, and his official position was fourth.

Like his companion, Théry, he had no punctures and only changed his tires once, the whole set being replaced and tanks being filled in the phenomenal time of 4 minutes, 50 seconds.

No. 8, ROLLS. The Hon. C. S. Rolls, though himself a builder of automobiles, drove a Wolseley in the race. When he came up to the starting line, surrounded by a large company of Britishers (Rolls is a general favorite), the timer offered to give the start in English. Rolls thanked him in French and conversed with him for a few minutes.

On the dash he had attached a small



LANCIA IN ITALIAN FIAT ROUNDING SHARP CURVE ON AUVERGNE CIRCUIT IN GORDON BENNETT RACE.

card on which was written, in miles and kilometers, the distances apart of the most dangerous turns on the road. The reminder would probably be useful, for the English driver had not long been studying the circuit.

On the start being given Rolls let his clutch in cautiously, went away slowly at first, picked up speed and disappeared in 1:18.

No. 8 ran the most regular course, but never made a round in less than two hours, and his final position was eighth. He changed all his tires once. Just before the start it was discovered that he had no lubricating oil, and some had to be bought locally. It proved to be of bad quality and caused trouble on the run.

No. 9, DE CATERS. While the second German-Mercedes car, driven by Baron de Caters, was at the starting line, M. Brasier came up and, patting the Baron on the back, said: "Do your best, but don't come in first." On the word being given Baron de Caters let his clutch in quickly, his studded wheels dug a couple of holes in the road and the car went off with a bound. In 62 seconds he disappeared round the bend in the road.

From the beginning tire troubles were experienced, fifteen inner tubes being changed during the race. No round was covered in less than two hours, and the final position was seventh.

No. 10, CAGNO, the Italian driver of a Fiat car, made a masterly start, getting over the line quickly, going away rapidly, and disappearing into the wooded height in 62 seconds.

He ran an exceedingly regular course unstopped for anything but a change of tires. Was not so fast as Lancia, especially in the early part of the race, had a keen struggle with Cailliois, and finally secured third position.

No. 11, HIERONYMUS, on an Austrian Mercedes, made a rather bad start, almost stopping just over the line. He picked up quickly and went rapidly up the hill, dis-

appearing in 65 seconds. He only came past the grand stand once, finishing the round in 2:22:28, and retired owing to numerous punctures.

No. 12, DINGLEY, driver of a Pope-Toledo, was in high spirits when he came up to the starter. He had an unlit cigar between his teeth, which was much remarked by the spectators. The seconds were counted off in English, and on the word "Go" being given, the American let his clutch in slowly and went away at a moderate speed.

He passed through the control at Rochefort in his numerical order. A little later his pan came loose, and the mechanic crawled under the car and knocked it off entirely. Whilst this was being done the two following cars, Nos. 13 and 14, passed him. Afterward a rapid run was made, and No. 13 was overtaken.

After the control at Pontaurmur, where he was stopped one minute, he had to take in more water, owing to an escape from the front cylinder jacket. No. 13 then got ahead again. The crack in the water jacket, which first had been noticed at Laqueuille, had now considerably increased in size, and when the control of Pontgibaud was reached all the water had run out. The car was run for about ten miles without water, until the copper jackets turned blue.

It had to be admitted that it was an impossibility to continue the race under such conditions, and the No. 12 was worked slowly down to the tire control at Sayat, where it stayed until the race was over, and then went down under its own power to Clermont, coasting most of the way downhill.

No. 13, DURAY. Clouds of smoke burst out of Duray's big De Dietrich whilst it stood waiting for the one minute to elapse. Duray wore a red, white and blue woolen cap and was cheered as he made a perfect start and disappeared in sixty-eight seconds.

On the first round he made good time.

On the second he dropped from fourth position to seventh. On the third was down to twelfth, but on the final classification obtained sixth position.

No. 14, BIANCI was the last of the English drivers to start, piloting a Wolseley. On the first round he broke a valve spring. On the second regained some of the lost time, and on the beginning of the third changed all tires. His car had not, however, sufficient speed, and its regularity did not give it more than eleventh position.

No. 15, WERNER, the last of the German Mercedes, was given his parting instructions in German. He played nervously with his lever whilst waiting for the start, and when the word was given went over the line like a flash, smoke coming out of his exhaust. In 59 seconds he had disappeared. He was fast from the beginning, but tire troubles kept him back. Eleven tires were changed, and notwithstanding this serious handicap he managed to secure fifth position.

No. 16, NAZZARI on a Fiat started slowly and did not pick up speed until he was well down the road. His time on the first round was only inferior to that obtained by his compatriot Lancia and his rival Théry, whom he ran very close. On the second round he was slower, and declares that he lost time by being hedged in behind slower cars on the winding road.

His two last rounds were very fast and regular, only varying by a few seconds. His tires never punctured and were only changed once. Final position second.

No. 17, BURTON, though an Englishman, drove one of the Austrian Mercedes cars. He came to the line attired in ordinary clothes and wore a collar and cuffs. His car smoked furiously. At the last moment Burton adjusted his goggles over his spectacles, and with great coolness made an excellent start, and went out of sight in 65 seconds.

Tire troubles delayed him much, nine air chambers being changed during the

course, and for fifteen miles he ran on the rim. He finished the second round, but on the third abandoned, and came back to the grand stand when the race was over.

No. 18, TRACY. The last car to come to the line was the Locomobile piloted by Joseph Tracy. An accident a few days before had deprived him of his second speed gear. This particular part could not be replaced, and the entire race had to be run on low and high speeds.

The start was made on the high, and was consequently very slow, 1:17 being occupied in climbing the hill and disappearing from view.

At Rochefort, on the first round, he broke a driving chain on one of the sharp turns. It was repaired by the roadside,

and a new one fitted at Bourg-Lastic. Later on, in the same round, his clutch collar seized. A makeshift repair was carried out by the roadside, but notwithstanding it was impossible to get the clutch out, and the remainder of the race was run with it wedged in. It was exceedingly difficult work on the long, winding down grade known as the Cratere, where also the length of his car left but a margin of a few inches to turn in.

On the second round one tire was changed, and at the beginning of the third an entire set was replaced as a precaution whilst a few minor repairs were being carried out. It was time lost, however, for at Laqueille he was turned back, the race having been declared off.

it was rightly noticed by the public.

Jenatzy is said to have changed seven tires in the first round alone, and gave up out of disgust, as did Hieronymus and Burton. The latter stopped at the Moreno, where he signified his intention of not going any further. He had used more than twelve tires and had ridden over twenty miles on one of his rims, while the supply left by the previous changes at the depot when he came in, was only of iron-shod non-skids.

De Caters and Werner, who had started on non-skids, were the only ones to pass—the first twice and the second once—without stopping for changing tires.

The French and Italians did not fare much better than their Saxon brothers, but the smooth running qualities of their cars permitted them to figure with safety on a set of tires lasting them one round, the extremely quick work of the Michelin experts allowing them to change without losing more than six minutes each time. They appear to have made two rounds per set, as well as Caillois, although this has not yet been ascertained.

After the Americans, the English are those who fared best by far. The Palmer tires gave practically no trouble, although they seemed to lose more rubber in proportion to the distance than the Americans, while the Dunlop made a satisfactory showing.

It appears that the French and German tires were of harder rubber than the others, so that they did not give as readily when passing over loose stones and worn parts of the roads, and thus were cut. The appearance of the French and German tires when removed was that not much rubber had been taken off by actual friction, but that it had been cut out, often in lumps all over the tread, weakening considerably the entire construction. The Diamonds, on the contrary, were more resilient and elastic, and cuts were exceptional on them; they presented a very regularly worn appearance, as if the rubber had been removed with a file, the fabric showing only where the wheels had been dragged while blocked by the brakes.

The work of the American men in changing tires on Tracy's car was remarkably good and rapid, and had it not been that the compressed air connections did not stand, so that hand pumps had to be used, and that other repairs were necessary on the car, the time made should certainly have been fully as good as that of Michelin's with fewer men at work. The organization of the Diamond depots was absolutely perfect, and was a great honor to those in charge, considering that they had to put up with adverse conditions, being but a few men in a country of which they did not understand the language and lacking some of the most necessary facilities.

About six weeks before the great race C. D. Meyer, representative of the Diamond

American Tires Make Fine Showing.

From Our Own Correspondent.

CLERMONT-FERRAND, July 6.—As a tire race, it can be said that the 1905 Gordon Bennett cup race was a decided American success and a revelation. It is safe to aver that excepting actual punctures from sharp objects, the tires fitted on the American cars were good for the complete race, without changing.

A prolonged visit at the Col de la Moreno, where the main Michelin, Continental and Diamond repair stations were situated permitted one to get an exact notion of the value of the tires, their wearing qualities, and of the good or bad organization of the stations.

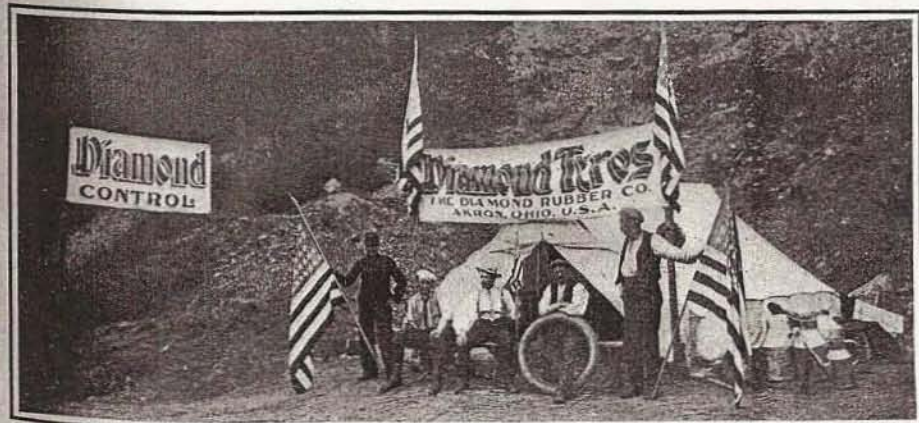
The Continental depot was the largest and the best fitted, but the men employed seemed to lack experience, a majority of them being workmen from the Mercedes factory, who were put to all sorts of jobs on the occasion of the race, and who had not the least idea of the work.

The German cars had very bad luck with their tires, which did not seem to be quite up to the usual mark. Great hopes had been entertained by Germany of a victory on account of the excellent showing that their tires had made in various previous races this year, and on account

of the special grade of fabric they have been using lately.

The Mercedes cars are certainly very hard on tires, and the drivers they had were evidently not the kind to spare them, so that it may be believed that the tires were tested a good deal above the limit. The Locomobile, however, was certainly not easier with its big engine and one speed change missing, and its clutch seizing making it impossible to disconnect the engine, and yet the Diamond tires on it stood better than the tires on any European car, showing perfectly normal wear. They were changed at the end of the second round for safety, but examination of the tread at the places where it was cut with a knife to get the tire off the rim quickly, showed that there was still plenty of rubber left, and that the tires would probably have been safe for the two following rounds.

While Dingley's work cannot be taken for comparison, considering that he only made one round, his performance added to that of Lytle, who had nothing but very normal tire troubles, and less than any other competitor, is a decidedly pleasing one for American interests, and



Rubber Co., came down to Clermont-Ferrand to make preparations. Six repair stations were located around the circuit, about 14 miles apart. Just before the eliminating trials the eighteen tire experts, half of whom had been sent from the Liverpool branch and half from America, went out to the main control at Sayat. Five tents were pitched, one of them being for stores, and the remaining four for the men's accommodation.

Here for nearly a month they lived a primitive life, sleeping in the tents and taking their meals at the nearest farmhouse. Twice a day, two hours in the morning and two in the afternoon, they had tire drill, in squads of four each. On July 1 the camp, which had caused much interest in the district, was partly broken up, the men being divided into six parties of three each and placed on the stations

around the circuit, where they lived in their tents until the day of the race, continuing their daily drill in rapid tire changing.

The American tire depots were also used as supply and repair stations for the American cars, and the best discipline was observed, so that everything went smoothly and quickly. The only occurrence to be regretted is that which caused Tracy to lose a little time at one of the depots. This depot was located in the easiest part of the course, and on that account the men who were placed there were selected from among those of little experience, there being not experts enough to supply the six depots; Tracy unfortunately had a flat tire near this depot. The work was not as rapid as it might have been, and he had to give some personal assistance.

Clarence Gray Dinsmore Interviewed.

From Our Own Special Correspondents.

CLERMONT-FERRAND, July 6. — Immediately after the race a representative of THE AUTOMOBILE waited upon Mr. Dinsmore in his hotel at Royat and asked him, as delegate in France of the Automobile Club of America, to state his opinion on the great event which had just been decided. Mr. Dinsmore had watched both the eliminating and the Cup races with the closest attention, and as an ardent automobilist and owner of racing machines is singularly well qualified to give an opinion on a race of this nature.

Everything connected with the organization of the race was as perfect as it was possible to make it, he declared. He thought that the change enforced by the government of putting two spacing controls on the circuit a most happy one, and was in some measure responsible for the complete immunity from accidents. By means of this cars were sure of finding themselves alone on the narrowest and most difficult portion of the circuit. The guarding of the road by troops, too, was most efficiently carried out. From early in the morning until the hour when the race was declared off not a single person was on the road except to repair tires or fill up tanks, or who was provided with an official brassard.

Although it was impossible in the United States to make use of police and military as was done in France, Mr. Dinsmore was of opinion that the promoters of the coming Vanderbilt race could take many lessons from what had been done in organizing this year's Gordon Bennett race. He was most strongly of opinion that the Vanderbilt course should be made longer, and that one or two spacing controls should be arranged as had been done in France. Otherwise the first cars would

be around the course before the last men had been sent off, several cars would find themselves on the road together, and accidents would result. Speaking of the American team sent over to France this year, Mr. Dinsmore said that he was convinced that no better men could have been found anywhere. Lytle, Dingley and Tracy were as capable of driving a car to victory as were Théry, Jenatzy or Lancia, and, given Théry's machine, they would have done as well as he. Lytle's performance in bringing his car through to the end of the race, he described as marvelous in skill and courage under the conditions in which Lytle found himself. A big mistake had been made, however, in sending over cars that had not been constructed specially for the extraordinary roads over which they had to run; and in doing this a great responsibility had been placed on him and his fellow delegates.

If the circuit had been seen, or reliable information obtained concerning it, no one

would have dreamed of sending over cars of 50 horsepower and provided only with two speeds to run against racing machines of 120 horsepower. There was not sufficient power to climb the steep grades, and a four-speed gear was necessary to cope with the varying nature of the road. The Locomobile was too long and too high for the circuit, and was, in addition, sent over far too late.

In reply to a question concerning the future of the Gordon Bennett Cup, Mr. Dinsmore said that France would be obliged in view of her recent resolution to call a meeting and hand the Cup over to the donator at an early date. If the trophy was accepted by another nation and a race organized, France would certainly not enter next year. Later, however, he was of opinion that the opposition to the race would break down, and that French cars would again compete.

There were many builders who were willing to compete for the Cup even under present conditions. It would not be an impossibility for any individual to have a racing car constructed by a French firm and run it in his own name.

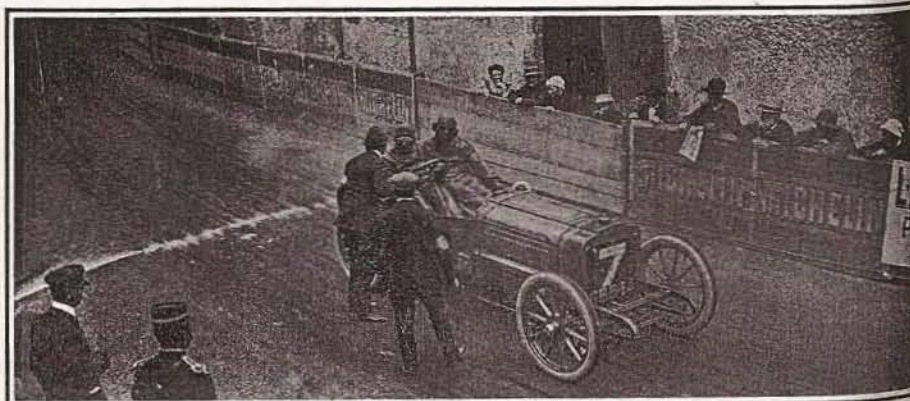
How Tracy Fared.

Special Correspondence.

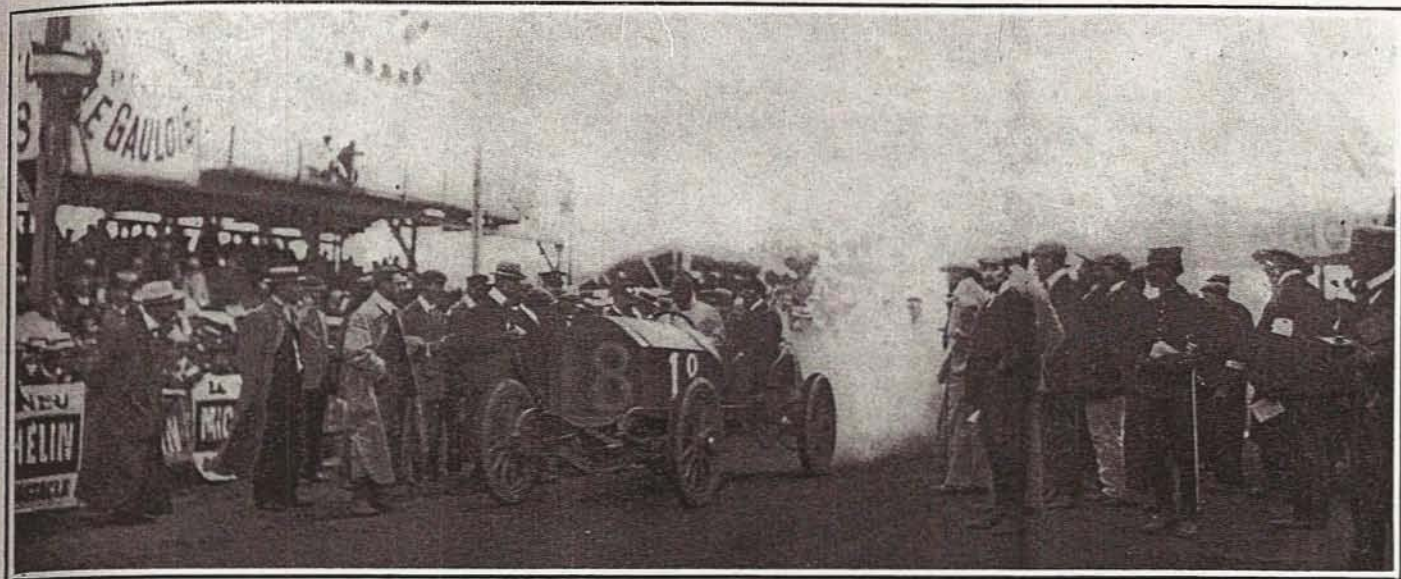
CLERMONT-FERRAND, July 6. — This morning I called upon Joseph Tracy and requested an account of his experiences in the race yesterday, a request that was immediately complied with.

At the outset a mistake had been made, said Mr. Tracy, in sending the car over too late. He had been round the course five times on a touring machine, but had never been round on the racer before the race started. Sufficient information had not been obtained as to the nature of the road over which it would have to run, the wheelbase being much too long for the narrow winding roads of Auvergne.

A few days before the race Tracy broke his second speed gear. Although many spare parts had been brought over, this particular one was missing, and the entire



CALLOIS IN RICHARD-BRASIER RECEIVING INSTRUCTIONS FROM OFFICIAL AT ROCHEFORT CONTROL.



JOSEPH TRACY IN DR. THOMAS' LOCOMOBILE AWAITING THE SIGNAL TO START IN THE GORDON BENNETT RACE.

race had to be run on two gears only, low and high.

The start was made on the high gear, which accounted for the car getting away so slowly. All went well for the first few miles of the race, notwithstanding that the steepest grades had to be taken on the high gear.

The first mishap occurred soon after leaving Rochefort, where a chain broke whilst taking one of the many sharp turns. It was repaired on the roadside and the car run on to Bourg-Lastic, where a new chain was fitted at the repair station. Whilst the chain was being repaired Théry passed them, and when the new chain was being fitted Lancia went by.

On the narrow part of the road after Bourg-Lastic the car skidded badly, owing to the road being unevenly oiled, and faced right around across the track.

Just outside Pontgibaud they were passed by the Napier, which got into the control before them and caused them to be detained four minutes. Outside the town the English car stopped to fill the tanks and Tracy passed it.

From Pontgibaud to almost the end of first round the car ran well, notwithstanding the lack of an intermediate gear. It was especially difficult work on the long winding down grade before Clermont, where the length of the car only left a margin of a few inches when turning. When nearing the end of the first round the clutch collar seized. A makeshift repair was hastily executed by the roadside, and whilst it was being done Burton passed them.

It was impossible to get the clutch out, and for the rest of the race—a part of the first, the whole of the second, and a portion of the third—the Locomobile was run with the clutch in.

On the second round Burton (Austrian Mercedes) and Tracy passed and repassed

also one rear tire was changed at the tire depot near Bourg-Lastic, and at the same time water, gasoline and lubricating oil were taken on board.

All the second round was driven at as high a speed as the car could produce in its disabled condition, several cars being passed on the way, particularly the Mercedes who were having much tire trouble.

Tracy pluckily stuck to his task, and started on his third round determined if possible to finish the course. On the Col de la Moreno, some minor adjustments having to be made to the engine, he stopped at No. 1 tire station to carry these out, and at the same time had a new set of tires put on, for he hoped by thus changing whilst other repairs were being done to finish the race without any further stop.

Tracy expressed himself as delighted with the way in which his tires had stood the severe test to which they were subjected. They never punctured or burst whilst running, and the set was only changed as a precautionary measure.

Tracy had got as far as Laqueille on the third round when he was stopped by the officials and told that the race was over.

Cold chicken and bread were offered them by the road commissioners as soon as they were stopped, and after partaking of this exceedingly welcome meal, they returned home to the garage at Clermont.

The guarding of the roads, the control and timing arrangements, and everything connected with the organization of the race was most successfully carried out, said Mr. Tracy. At all the controls they found officials who could speak English, and who treated them with the greatest consideration.

Dingley's Experiences.

Special Correspondence.

CLERMONT-FERRAND, July 5.—Dingley

give an account of his experience in his first Gordon Bennett race, said he had not much of importance to relate. He, however, kindly gave the following particulars for the benefit of readers of THE AUTOMOBILE.

A good start was obtained and a fast run made as far as the first control at Rochefort, where they stopped a second, received a white card on which was written "Contrôle Rochefort," this being placed by the official in the sealed metal box attached to the side of the mechanic's seat, and immediately told to start.

Soon afterward it was noticed that the pan was working loose, so the car was stopped and an examination made. As it was impossible to secure the pan without loss of time, it was knocked off and left by the roadside. Whilst this operation was being carried out No. 13 De Dietrich and No. 14 Wolseley went by, putting the American car back two places.

Pontaurum was passed through, and soon afterward the French car No. 13 was overtaken and left behind. As early as Laqueille a slight leak had been noticed from one of the water jackets, but no stop was made to attend to this. Soon after passing Pontaurum, however, the leak had increased to such an extent that the car had to be stopped and more water taken on. Whilst this was being done No. 13 car got ahead again.

The crack was on the lower part of the front cylinder copper jacket, and had increased so much in size that the water ran out rapidly. A fresh start was made, but all the water was soon lost and Dingley had to give up all hope of continuing in the race.

For ten miles the car was driven without a drop of water, the copper jackets being blue with heat. The car was slowly worked round to No. 6 tire station, where it stayed until the end of the race. Afterward it returned to Clermont under its own power, passing part way

Special Features of the Racing Cars.

From Our Own Special Correspondents.

CLERMONT-FERRAND, July 6.—
The general features of the different cars competing in the 1905 Gordon Bennett race will be found in the table on page 73 in this issue. There are, however, a number of special points of much interest in the construction of the machines which may be profitably discussed, a few remarks being added concerning their effect on the work of the cars.

The winning Brasier car is practically a copy of last year's racer, with but few alterations than those made necessary by the difficult nature of the course, such as increasing the size of the engine, reducing the wheelbase and tread, lowering the center of gravity, and so on.

Passing to the Fiats, we find in them more interesting details than can be covered in an article of the scope of this one. The most notable feature is the cylinder-head construction. The heads are cast integral with the cylinders, which, in turn, are cast in pairs; the combustion chambers are almost spherical in shape and have no pockets of any kind. There are simply two openings, one on each side of the cylinder, into which the valve castings are fitted in such a way that each cylinder carries its two valves inclined at an angle of forty-five degrees from the vertical, closing downward and placed one on each side.

In the sketch Fig. 1, *I* and *E* are the valve stems. Each stem carries a grooved collar *G*, which is screwed and locked on, while the valve head is contained in a spherical casting which at the same time forms the valve seat and the pipe connection. The casting is attached to the cylinder by means of studs and the joint is made tight by a suitable gasket. In the grooves of the collars *G* are fitted the forked ends of the four-leaf flat spring *S*, which in form closely resembles the usual carriage spring. This spring is secured to a bracket on the top of the cylinder head, and serves to keep the valves seated. A light but stiff beam *B* of forged steel is fulcrumed at *R*, an extension of the bracket being provided

for this purpose. In the ends of the beams are screws *W*, which are used to adjust the amount of play allowed the beam before the valves commence to move when the beam oscillates.

To produce the necessary oscillation of the beam an eye *F* is formed at one end, to which is connected the rod *R* whose length is adjustable by means of the turn-buckle *T*. At the lower end of the rod is a stirrup moving in a suitable guide, and this stirrup is acted upon by a cam on the single cam-shaft, so that it is given a downward pull and an upward push alternately, opening the inlet valve and the exhaust valve successively, the flat spring causing the valves to return to their seats.

The regulation of the speed of the engine is effected by sliding the countershaft

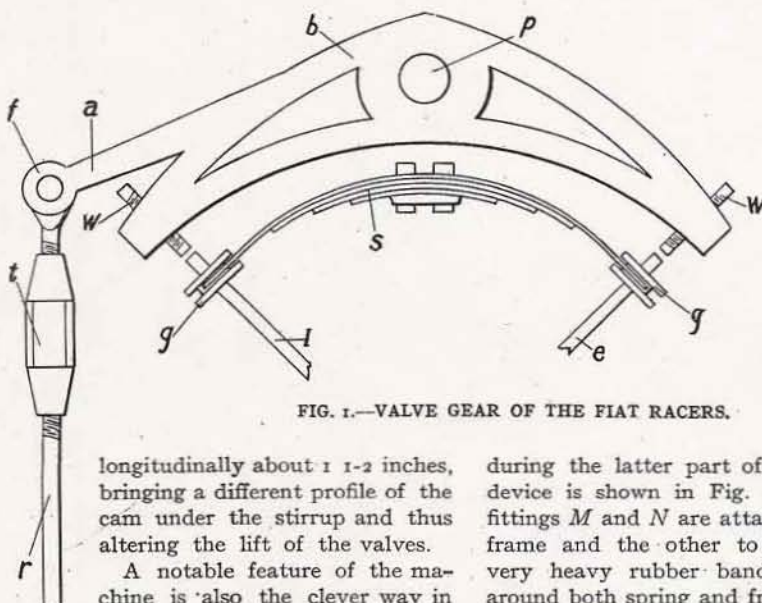


FIG. 1.—VALVE GEAR OF THE FIAT RACERS.

longitudinally about 1 1-2 inches, bringing a different profile of the cam under the stirrup and thus altering the lift of the valves.

A notable feature of the machine is also the clever way in which the designer got around the shock absorber patent. A cast iron drum *D*, Fig. 2, about 4 inches in diameter is bolted direct to each of the side members of the frame a few inches in front of the axle, but of course above it. A steel band *B*, lined with leather, encircles each drum, the tension of the band being adjustable by means of the bolt and locked nut *N*. An arm *A* secured to the band is connected to the axle at *D* by means of the rod *R* and suitable fittings. The object of this arrangement is of course to introduce a resistance to the violent play of the springs and thus to prevent dangerous jumping of the machine, which is avoided by the Truffault suspension fitted to the French and American cars and to the English Napier.

Less important from a technical point of view, but still quite interesting, is the fact that the Fiat drivers dispensed entirely with the usual type of spring clips, simply winding around the entire length of each

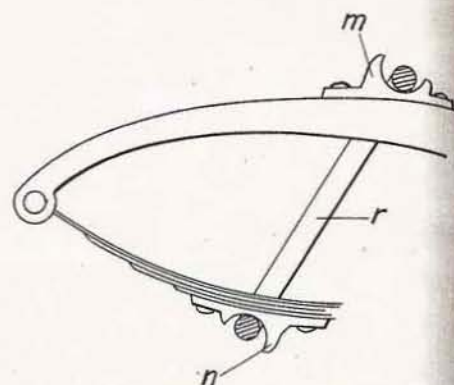


FIG. 3.—MERCEDES SHOCK ABSORBER.

spring a single thickness of fine but very strong whipcord. This is by no means a new expedient, being frequently adopted by racers and tourists.

The shock absorbers on the Mercedes cars were simple, but appeared to be rather unreliable, some of the competitors having lost them through breakages

during the latter part of the race. This device is shown in Fig. 3. Cast bronze fittings *M* and *N* are attached, one to the frame and the other to the spring. A very heavy rubber band, *R*, is passed around both spring and frame end, and is held in place by the horns on the bronze fittings. The band is of circular section and about 1 inch in diameter. It will readily be seen that the tendency of this stout rubber band would be to prevent the rebounding of the spring. Similar bands were fitted to both front and rear springs, though the mode of application differed slightly. While this absorber is certainly a marvel of lightness and simplicity it comes far from taking the place of the other devices, as it does not in any way take care of the downward movements of the chassis, and did not prevent Jenatzy from breaking his springs, which put him out of the race.

The main features of McDonald's Napier, which was driven by Clifford Earp, are well known. It is interesting to point out that the plain longitudinal radiating tubes (first used by Mooers in the Peerless 1903 G. B. racer), which forms such a noticeable feature of the car, were retained, and also the stout wire wheels.

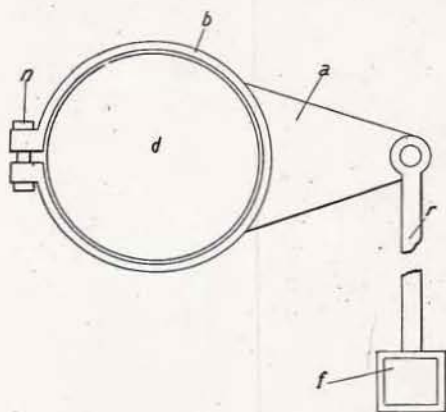


FIG. 2.—FIAT SHOCK ABSORBER.

DETAILS OF CONSTRUCTION OF CARS OF THE DIFFERENT NATIONS WHICH COMPETED IN THE G. B. RACE.

Country	Car	Weight Kilos	Axles	Wheels	Tires Millimeters	Cylinders	Radiators	Clutch	Transmission	Bore and stroke millimeters	Horse- power	Wheelbase, meters and millimeters	Tread, meters and millimeters
France	Brasier	998	Nickel steel	Wood	875 x 105 880 x 120	4 vert., cast in pairs	Tubular	Cone	3 speeds, side chains	160 x 140	96	2.65	1.25
France	Dietrich	1,007	Nickel steel	Wood	910 x 90 920 x 120	4 vert., cast in pairs	Honeycomb	Cone	4 speeds, side chains	190 x 150	130	2.85	1.35
Germany	Mercedes	1,007	Forged steel	Wood	870 x 90 880 x 120	4 vert., cast in pairs	Honeycomb	Coil spring and drum	4 speeds, side chains	185 x 150	125	2.92	1.36
Austria	Mercedes	1,007	Forged steel	Wood	870 x 90 880 x 120	4 vert., cast in pairs	Honeycomb	Coil spring and drum	4 speeds, side chains	185 x 150	125	2.92	1.36
Italy	Fiat	1,004	Forged steel	Wood	870 x 90 880 x 120	4 vert., cast in pairs	Honeycomb	Multiple disc	4 speeds, side chains	180 x 150	110	2.80	1.35
England	Napier	1,000	Tubular	Wire	870 x 90 880 x 120	6 vert., separate	Tubular	Cone	3 speeds, shaft drive	160 x 150	100	2.70	1.40
England	Wolseley	998	Tubular	Wood & wire	875 x 105 880 x 120	4 horizontal	Tubular	Cone	3 speeds, with chains	181 x 152	112	2.73	1.38
America	Pope-Toledo	986	Forged steel	Wood	34 x 3 1-2 34 x 4 1-2	4 vertical	Cellular	Cone	2 speeds, side chains	140 x 140	50	2.70	1.36
America	Locomobile	1,007	Nickel steel	Wood	34 x 3 1-2 34 x 4 1-2	4 vert., cast in pairs	Honeycomb	Cone, no leather	3 speeds, side chains	176 x 176	120	2.85	1.35

French and Italian cars on Michelin Tires. American cars on Diamond tires. Wolseley on Dunlop tires. Napier on Palmer tires. German and Austrian cars on Continental tires. Mechanical inlet valves on all cars except Pope-Toledo. All pressed steel frames.

The Wolseley car was practically the same as last year. The Mercedes cars are practically enlargements of the familiar Mercedes type; but the transmission gear case was considerably reduced in size. The inlet valves are located on top and are actuated by a rocker, much the same as the 1904 model touring car.

The Pope cars, which made a very satisfactory showing and were an important object lesson to their makers, were noticeable on account of their long oil tanks running along the engines; and because they were the only cars to use exclusively storage battery and jump spark ignition. The cars were much admired; but it was generally considered that it was a great pity they had only two speeds, which fact caused them to lose considerable time at certain critical moments.

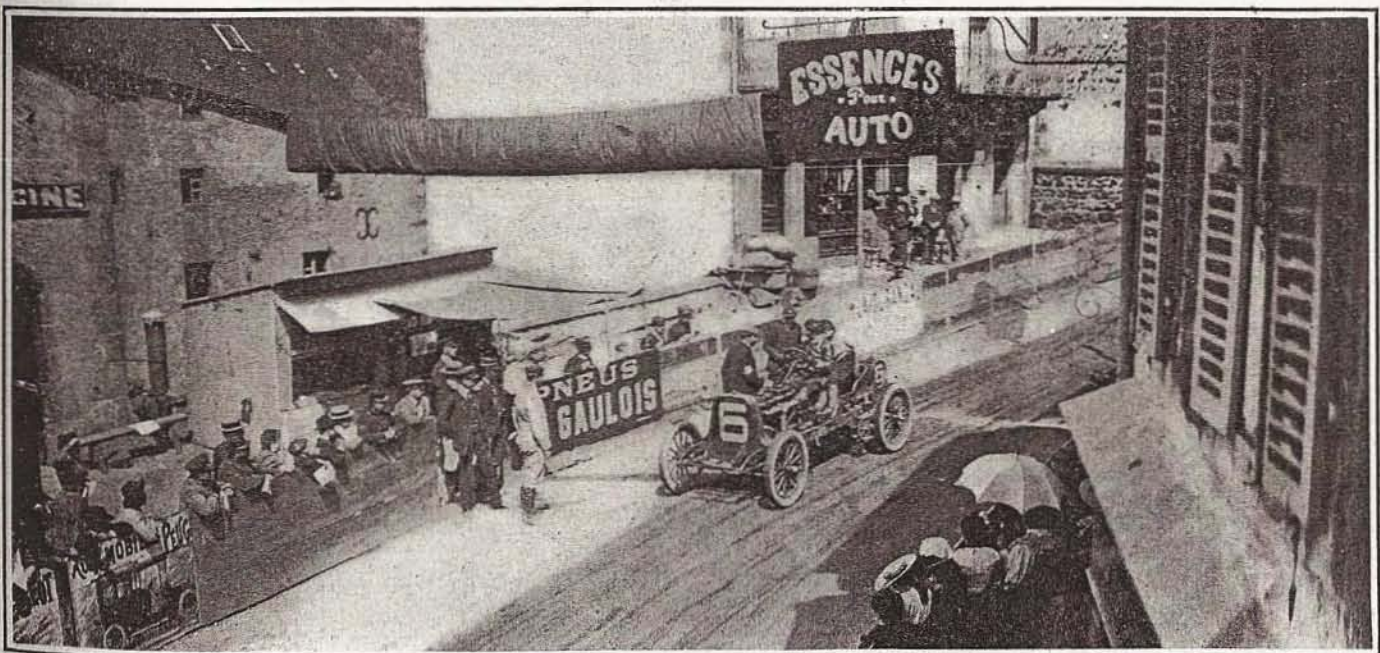
The Locomobile car driven by Tracy also created a very favorable impression; but as every one was aware of the fact that it was notoriously insufficiently tried out, there was a good deal of reserve in the expression of opinions.

History of the G. B. Race.

The first international race for the trophy offered by James Gordon Bennett, the American publisher and sportsman, was run on June 14, 1900, in France, in conjunction with the Paris-Lyons race, over a course of 351 miles. The start was made at 3 A. M., and, according to one report, "despite the early hour, quite 200 people were present." Three countries were represented, as fol-

lows: France, Rene de Knyff, Ferdinand Charron, M. Girardot; United States, Alexander Winton; Belgium, Jenatzy. The race was won by Charron, driving a 27-horse-power Panhard, who started third. His time was 9:09:00, his average speed being 38.4 miles an hour. Girardot, in a Panhard, finished second in 10:30:28. De Knyff, Jenatzy and Winton did not finish.

France only was represented in the second contest for the cup in 1901, the only German entrant having withdrawn and the only English machine being barred because it was fitted with French tires, leaving Charron, Girardot and Levegh as the only contestants. The race was run in conjunction with the Paris-Bordeaux on May 29, the distance being 348 miles, or 329 3-4 miles, deducting controls. The contest was made more of a fiasco by the fact that Girardot,



LYTLE IN COL. ALBERT A. POPE'S POPE-TOLEDO AWAITING STARTER'S SIGNAL IN ROCHEFORT CONTROL.

who won on a 50-horsepower Panhard, in 8:47:59, finished eighth in the Paris-Bordeaux race, which was won by Henry Fournier on a Mors in 6:07:44, while Charron in a Panhard and Levegh in a Mors were put out of the contest by accidents. Girardot averaged 37 1-2 miles an hour.

In 1902 the race was run on June 26-27, in connection with the Paris-Vienna contest. The course was from Paris to Innsbruck in Austria, a distance of 383 miles. Only two countries were represented, France by Girardot (C. G. V.), Fournier (Mors), and De Knyff (Panhard), and England by S. F. Edge (Napier). Girardot started first, Fournier second, Edge third and De Knyff fourth. Three Wolseley cars entered by England were withdrawn at the last moment. The cup was won by Edge in 11:02:54.

For the first time in its history the Gordon Bennett race was run as a separate event and altogether outside of France in 1903, when it was held in Ireland on July 2, over a course of 364 miles, deducting the controls. America was represented for the second time, again by Alexander Winton, with the 80-horsepower *Bullet*, and by Percy Owen in the 40-horsepower *Bullet*, and Louis P. Mooers with the 80-horsepower *Peerless*. England was represented by three Napier cars, driven by S. F. Edge, Charles Jarrott, and J. W. Stocks; France by two Panhards, driven by de Knyff and Maurice Farman, and a Mors, driven by Ferdinand Gabriel. Three Mercedes cars, driven by Baron de Caters, Foxhall Keene and Jenatzy, represented Germany. Jenatzy, who started fourth, won in 6:39:00, de Knyff was second in 6:50:40, Farman third, Gabriel fourth and Edge fifth. The Americans did not finish. Jenatzy averaged 54 miles an hour.

Six countries were represented in the race in 1904 which was run June 17 in Germany over a course of 342 miles, or 309 miles deducting controls. The six were Germany, France, England, Italy, Austria and Belgium, the United States taking no part. The three countries last named were represented respectively by three Fiat cars, three Austrian Mercedes and three Pipe cars. Two Mercedes, driven by Jenatzy and de Caters, and an Opel-Darracq, driven by M. Opel, defended the cup for Germany; a Richard-Brasier, driven by Thery, a Mors, driven by Salleron, and a Turcat-Mery driven by Rougier, competed for France, and two Wolseleys, driven by Girling and Jarrott and a Napier, driven by Edge, carried the English colors. The result was a surprise, Thery, on an 80-horsepower Richard-Brasier, who started fifth, winning in 5:50:05, at an average speed of 53 miles an hour, and thereby regaining for France the possession of the trophy. Jenatzy ran second in 6:01:28 3-5, and De Caters was third.

At the Official Weighing In.

From Our Own Correspondents.

CLERMONT-FERRAND, July 4.—

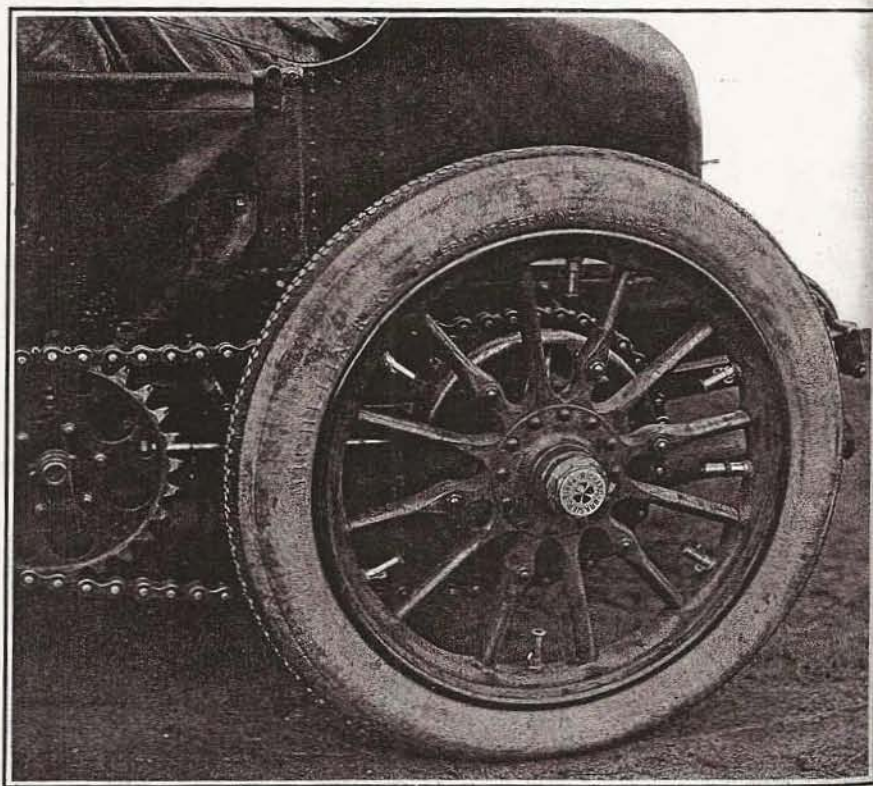
After an unduly early rise and a decidedly unpleasant ride at a four-mile-an-hour gait in a jolty two-horse carriage, the plateau de Laschamps is at last reached. Getting there, a happy gendarme directs us with pleasant and humorous remarks to a sort of a twisty alley marked by light wooden fences, which, after a number of turns, takes us back close to the place we started from, a ditch and a fence only separating the two places. The reason for this arrangement not being quite clear to us, inquiries were made, the only plausible answer being that the club, which desires to instruct as well as amuse the people, wanted to give visitors an opportunity to judge the feelings of a rat when he gets into one of those traps where the way in is quite easily found, but where it is utterly impossible to find the way out.

The weighing-in place was arranged in the form of an oblong enclosure; two sides of it were occupied by large frame and duck sheds or tents about twenty feet deep, in which boxes were marked out with wire fencing for each competing firm. In the center was a fenced-in yard where the club officials and the workmen of the different factories alone were admitted, and the latter only when it was their own car that was being weighed. The scale is of

the platform type, and the exact weight of the car is taken by means of weights that are the property of the A. C. F., and are always used on such occasions.

The cars when emptied and prepared in every desirable way in their respective boxes, lined up without any predetermined order, just as they happened to be ready, and were admitted to the weighing enclosure one at a time, so that the entire operation took a considerable time. Very friendly relations existed between the different makers and their men, that I-want-to-see-your-car but you-must-not-look-at-mine feeling being entirely absent. By 1 o'clock, when the operators were called off for luncheon, every competitor was in except the three Americans.

Nothing but what always happens on such occasions took place. The only notable objection put forward was against exhaust pipes pointing horizontally from the side of the motor, this being prompted by the fear that with such a construction a competitor might make it practically impossible for another to pass him by simply overlubricating his engine and causing thick smoke; Clarence Gray Dinsmore was one of the promoters of the idea. Full satisfaction was given him, and the Mercedes had to alter their exhaust pipes, which consisted of two short lengths of tubing coming through the side of the



ONE OF THE DRIVING WHEELS OF THERY'S CAR.

Note Special Michelin Tire with Narrow, Non-Skidding Band Vulcanized in the Tread. Also Racing Tire Lugs.



SCENE AT THE WEIGHING-IN ENCLOSURE ON THE PLATEAU DE LASCHAMPS BEFORE THE START OF THE GORDON BENNETT RACE.

bonnet direct from the valve chambers, so as to make them deliver their contents vertically.

Once weighed, the cars were pushed to an out-of-the-way place where they were inspected by the members of the committee and where the details of their construction were noted so as to make further alterations impossible. This being done, the cars were permitted to be removed to be filled up and to be stamped on various parts. The engine was then to be started and the car driven over a sawdust-strewn spot, in order to test the dust-raising possibilities of the exhaust pipes, any raising the dust with the car standing being rejected. The Pope-Toledos and the Fiats had to make alterations from this cause.

In the middle of the afternoon, much excitement was created by a strong wind-storm which at first brought huge clouds of rain and of the dust peculiar to that place, the origin of which is the extinct volcanoes forming the hills of the country. This dust burns the face as a sunburn does, and is very bad for the eyes. From that moment, every one present resumed work with goggles on, giving a decidedly comical look to some of the elegant people in top hats, while, after a few minutes, one could have believed it was a motoring wild west show that was going on, everybody and everything being coated with the thick red dust the wind was bringing.

When it became possible to believe that the whole dust supply of the country had been exhausted, a crash was heard, and the sides of the tents that sheltered the English and the Mercedes cars came down, scattering bits of framework and duck all over the place. This created some much needed distraction, and it soon proved a source of amusement, as it was known that all the cars were out on the line for weighing, and no harm had been done except to a few tin cans.

When the crowd had resumed its normal appearance, a few more friends were taken into the scale tent. The tent had hardly been entered, however, when some of the frames were seen to give way under the wind pressure. Every one scurried out except Mr. Dinsmore, who, occupied with the Fiat car which was being weighed, and having engaged himself in an awkward place, did not have time to get out before the crash which soon took place. He soon came out of the debris, however, quite as if it had been part of his business.

Upon inquiry I learned that his presence of mind made him sit on the ground alongside the car on the scale, when he said the tent came down, and that he was able to witness the thing quite comfortably.

Meanwhile, outside, large pieces of duck were torn off to cover up the Pope racers, and preserve them from the dust invasion, there being very little protection of the machinery.

It was not long after everything had been cleared out, that it was found necessary to wait for quiet moments to weigh the cars, the wind pressure making a very appreciable difference in the result of the operation.

By 4 o'clock Tracy turned up, his car being towed by the touring car they had brought along. The Pope cars were weighed and accepted without any kind of difficulty except hammering a little the exhaust tubes to deflect the gas jet horizontally on the dust trials. The cars were well within the limit of weight, and every part being easily reached, no time was wasted at the inspection.

When Tracy's turn came, he was found to be on the very limit of weight, one ounce more putting him out of it, and while the gentleman in charge of the inspection of the cars was very kind and endeavored to make things as easy as possible, it was nevertheless quite difficult to explain to

him the principle of the make-and-break system of ignition which Tracy uses on his car. At last, after a few more difficulties created by the altogether too short time that Tracy was given in France, all the governmental papers not having had time to be drawn out, everything was finished to the general satisfaction, and every one returned to town quite dirty, although little more so than the Clermont native in every day life.

All the cars were present at the weighing in, so it was certain that all would start on the following day. The Napier, the Brazier, the German Mercedes and the De Dietrich had also present each a spare car, which was weighed and examined like the regular entries. Earp did not use the car on which he won the English trials, which was Hargreaves' last year's racer; this car was weighed as a spare carrying the number 2 bis, and the official English first defender was the six-cylinder machine which MacDonald drove in the Florida race.

BETTING ON THE RACE.

Special Correspondence.

PARIS, July 8.—Private bets made among those interested in the Gordon Bennett race were made freely during the weighing-in, and the odds were, as a rule, as follows: Théry, even money; Caillois, two to one; Jenatzy, three to one; Duray, five to one; De Caters, six to one; Lancia and Werner, ten to one; Braun, Rolls, Hyeronimus and Cagno, twelve to one; Burton, Earp and Bianchi, fifteen to one; Lytle, Dingley and Nazarri, twenty to one. Tracy was a stranger to the betting men and the lack of knowledge of his work prevented any bets being made on him. It will be noticed that while Théry was correctly placed, Nazarri, who took second place, was a twenty to one shot.

EXCITING CONTESTS AT ST. PAUL TRACK.

Kiser Wins \$2,500 Purse, but is Protested by Webb Jay—Winton Bullet, the Veteran, Shows Astonishing Speed—No Records Broken, but Excellent Sport Afforded.

ST. PAUL, July 15.—The Chicago-St. Paul automobile run is over. The entertainment of the delegates in the Twin Cities closed with races at the Hamline track Monday and excursions about the pleasure resorts of St. Paul and Minneapolis during the next few days. Many of the tourists left for Chicago Monday night, some by rail and others by automobile. Several remained in the Twin Cities during most of the week, visiting various points of interest.

The Minneapolis automobile club had planned to entertain the tourists Monday, but those who had made the trip from Chicago to St. Paul through the mud were anxious to get home, and the entertainment was given up. Many of the tourists, however, were entertained privately by members of the Minneapolis club.

Webb Jay, who drove the "Whistling Billy," as the White steam racer has been nicknamed, protested the race for \$2,500, which was won by Kiser in the Winton Bullet. While the St. Paul A. C. has not announced the grounds upon which the protest was made, it is understood that it is based on the fact that neither Kiser, the winner, nor Oldfield had reversing gears on their cars. Reversing gears are demanded by the A. A. A. track racing rules, which took effect just in time to effect the two cars protested.

Webb Jay narrowly missed winning the final heat for the \$2,500 purse. Had not his machine got out of steam toward the end of the race, he might have finished first. Kiser, Jay and Oldfield made a flying start under the wire almost simultaneously. Kiser held the inside in passing, but Oldfield broke in at the first turn and got the lead, closely pursued by Jay in the White steamer. Kiser gained on Oldfield, however, and soon passed him. Oldfield made a strenuous effort to gain the lead again, but failed, and from that point it was a race between Jay and Kiser.

The Winton maintained the lead for two laps. Jay made rapid gains on the long stretches of the track, but could not make as close cuts around the corner as his opponent. Jay passed Kiser at the end of the second lap and held the lead until the second turn of the third mile. His steam pressure fell, however, and the race was won by Kiser in 4:51. Oldfield finished in 5:10 2-5.

The Hamline track is not built for automobile racing, and no track records were broken. The corners are too sharp and the outside portion of the track is not sufficiently elevated. Oldfield and Kiser each made an attempt the last day to break the mile record for a circular track. Oldfield made it in 55 flat and Kiser in 56 3-4.

Following are the summaries of the two days' racing:

SATURDAY'S RACES.

Novelty race, three miles, cars with three passengers, all to dismount and engines to be stopped at end of each mile.—C. H. Burman, 30-horsepower Peerless, 1st; A. C. Johnson, 16-horsepower White, 2d; F. A. Thacker, 24-horsepower Stoddard-Dayton, 3d. Time, 5:48.

Five-mile race, Twin City club championship.—Earl Kiser, 60-horsepower Winton Bullet, 1st; Charles Meyers, 60-horsepower F. I. A. T., 2d. Time, 5:11.

This race was protested by Watson

One-mile dash, flying start, against circular track record.—Barney Oldfield, 60-horsepower Peerless Green Dragon. Time, 0:56 4-5.

Five-mile handicap, for cars taking part in endurance run.—E. F. Schueffler, 18-horsepower Jackson, 50 seconds, 1st; Dr. A. C. Lee, 30-horsepower Pope-Toledo (scratch), 2d; Arthur Gardner, 18-horsepower Rambler, 40 seconds, 3d. Time, 8:28 2-5.

Manufacturers' and Dealers' race, for stripped stock cars.—Victor Stromquist, 40-horsepower Thomas Flyer, 1st; H. E. Pence, 30-horsepower Pope-Toledo, 2d. Time, 6:10.

Three-mile race for \$1,000 for cars under 1,432 pounds.—J. Simpson, 16-horsepower Marion, 1st; Charles P. Joy, 14-horsepower Franklin, 2d. Time, 4:35.

Tri-City club championship—New York, Chicago and St. Paul clubs, ten miles.—Earl Kiser, St. Paul club, 60-horsepower Winton Bullet, 1st; Webb Jay, Chicago club, 24-horsepower White steamer, 2d. Time, Kiser, 10:33; Jay, 10:45.

Invitation race, \$1,000, five miles.—Charles Meyers, 24-horsepower F. I. A. T. Junior, 1st; Victor Stromquist, 40-horsepower Thomas, 2d. Earl Kiser finished first in 5:35, but was protested by E. R. Hollender. The protest was allowed.

Five miles, flying start, against circular track record.—Barney Oldfield, in 60-

Final Tri-City championship, five miles.—St. Paul entry, driven by Earl Kiser, 1st; Chevrolet, 2d. Time, 4:58 1-2.

Five-mile handicap for touring cars carrying three passengers.—C. P. Joy, Pierce, 1st; Barney Oldfield, 2d. Time, 7:08 1-2.

Three-mile handicap for touring cars.—C. H. Burnham, 1st; J. K. McCullough, 2d. Time, 5:09.

Invitation race, five miles.—Earl Kiser, 1st; Victor Stromquist, 2d. Time, 5:22 1-5.

Five-mile open handicap for stripped cars.—A. D. Huffman, 1st; Victor Stromquist, 2d. Time, 7:00.

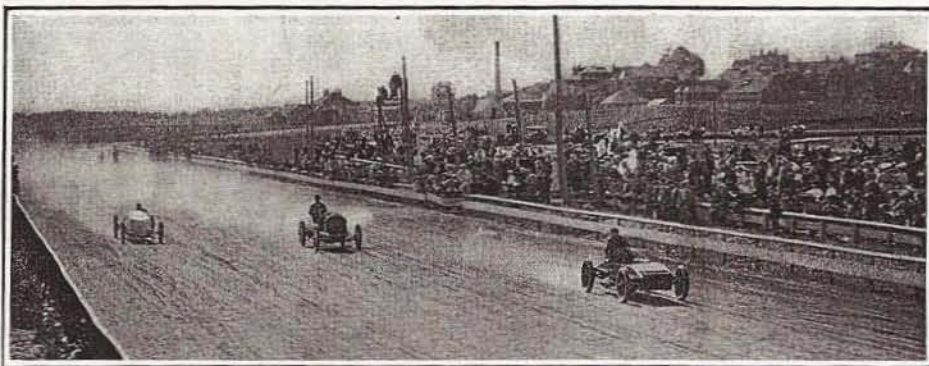
Five-mile open.—Third heat—Barney Oldfield, Green Dragon, 1st; Louis Chevrolet, 2d. Time, 5:09 1-5. Final heat—Earl Kiser, 1st; Barney Oldfield, 2nd. Jay did not finish. Time, 4:51.

Special event, mile dash, flying start.—Barney Oldfield, 0:55; Earl Kiser, 0:56 4-5.

POUGHKEEPSIE RACES.

Seven Events to Be Contested on Last Day of Dutchess County Fair.

An automobile race meet will be held at Poughkeepsie, N. Y., on Friday, September 29, the last day of the Poughkeepsie Fair, and will be a national circuit meet with a national circuit championship race at five miles, open to all, as the opening event.



Jay, White.

Chevrolet, Fiat.

Kiser, Winton Bullet.

KISER IN WINTON BULLET LEADING FIAT AND WHITE STEAMER AT ST. PAUL RACES.

horsepower Peerless Green Dragon. Time, 4:43.

Two-mile open handicap, for amateurs.—Victor Stromquist, 40-horsepower Thomas, 15 seconds, 1st; Charles Meyers, 60-horsepower F. I. A. T. (scratch), 2d. Time, 3:44; 2d, 2:51.

Open race, five miles, \$2,500 purse.—First heat, Earl Kiser, 60-horsepower Winton Bullet, 1st; Barney Oldfield, 60-horsepower Peerless Green Dragon, 2d. Time, Kiser, 4:44 3-5; Oldfield, 4:47.

\$2,500 open race.—Second heat, Webb Jay, 24-horsepower White steamer, 1st; Louis Chevrolet, 90-horsepower F. I. A. T., 2d. Time, Jay, 4:46 1-5; Chevrolet, 5:03 1-5.

MONDAY'S RACES.

Novelty race, for women with escorts, women driving; two miles.—Mrs. F. Jesewick, of St. Paul, Columbia, 1st; Mrs. C. A. Fawkes, of Minneapolis, Rambler, 2d; Miss Andrews, of Chicago, Reo, 3d. Time, 3:24 1-5.

Three-mile invitation race for Minnesota cars.—Charles Joy, Franklin, 1st; Time, 4:13 3-5.

Final heat Manufacturers' and Dealers'; five miles.—Charles Joy, Franklin, 1st; Harry Pence, 2d. Time, 4:07.

Final heat, for cars under 1,432 pounds; three miles.—C. A. Coey, 1st; Harry Pence, 2d. Time, 3:26.

Seven races are announced as follows:

Five miles national circuit championship, open to all. First prize, \$150 cash or plate; second prize, \$50, cash or plate.

Five mile Poughkeepsie handicap. Open to all classes. First prize silver trophy, value \$100; second prize, silver trophy, value \$50.

Three mile Dutchess handicap, open to cars owned in Dutchess County, whose owners have resided in the country for at least thirty days. Prize, silver trophy, value \$60.

Three miles tourists novelty race, for fully-equipped touring cars of 40-horsepower and under, carrying three passengers. Cars to line up with dead engines. At the starter's signal engines are to be started, and operators and passengers to take their places. Cars to be stopped and unloaded at the end of the second mile. First prize, silver trophy, value \$100. Second prize, silver trophy, value \$50.

Quarter-mile obstacle race, each car to have one trial. Prize, silver trophy, value \$60.

One mile open to gasoline stock runabouts carrying two passengers costing \$1,000 or less; regular equipment. Prize, silver trophy, value \$50.

The voltage of a battery, multiplied by amperage, gives the number of watts available.