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# THE AUTOMOBILE

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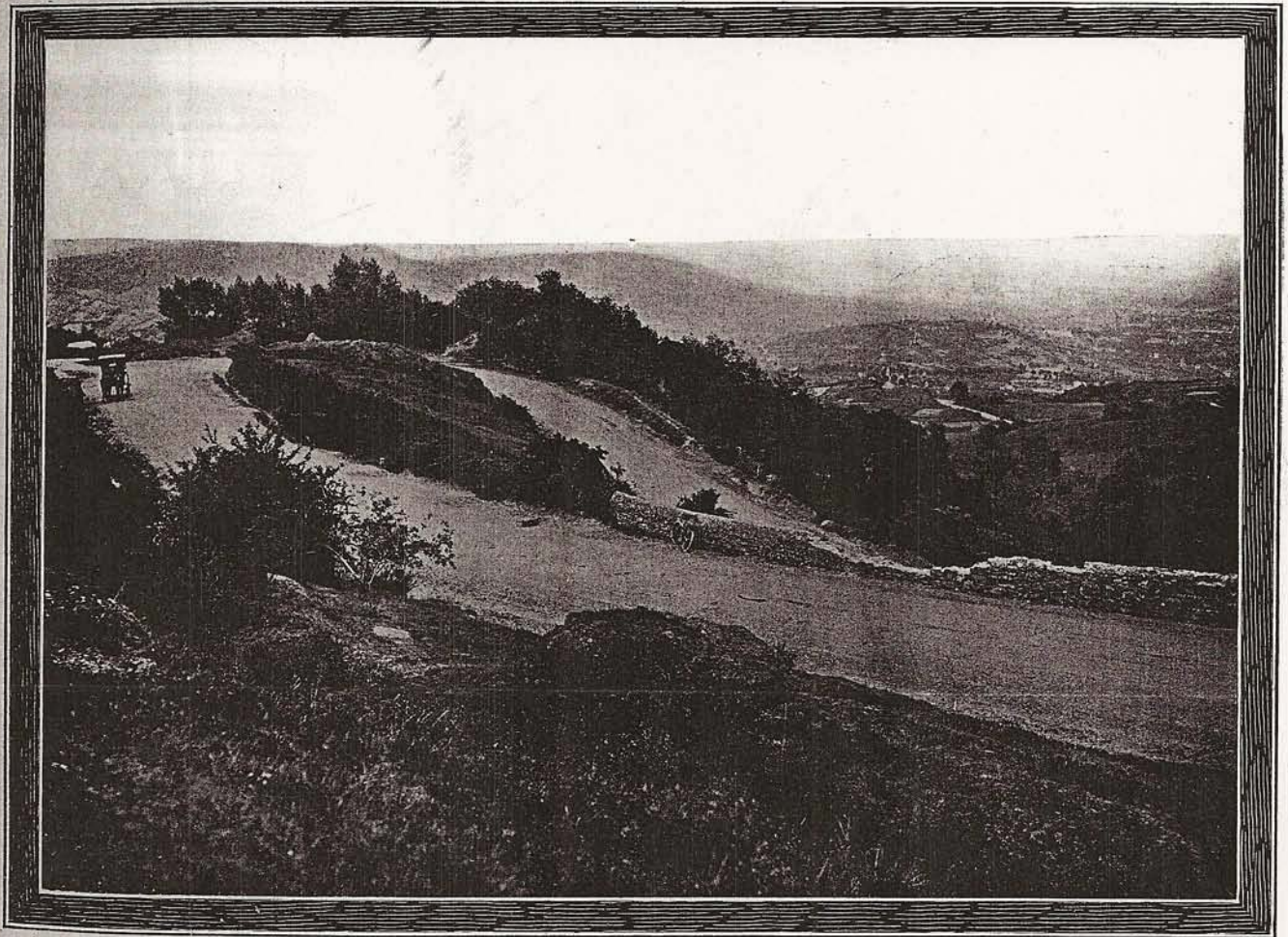
## OVER THE 1905 GORDON BENNETT COURSE.

By W. F. BRADLEY, SPECIAL REPRESENTATIVE OF THE AUTOMOBILE.

CLERMONT FERRAND, June 14.—Herbert Lyttle hooted viciously outside the hotel, for it was 6:30 A. M., or just fifteen minutes past the time ap-

automobile rushed up the steep hill leading to the course. On board, in addition to the two American drivers, are C. B. Myers, of the Diamond Rubber Co., the interpreter

arrived too late to become thoroughly acquainted with the circuit before this prefectorial decision was taken, have now to be content with daily practice over the cir-



A TYPICAL TURN ON THE GORDON BENNETT COURSE—BEFORE THE DESCENT TO CLERMONT, SEEN IN THE DISTANCE.

pointed for the start of a survey of the Gordon Bennett course. Dingley jumped up beside him, the car doors were banged, and the 30-horsepower Pope-Toledo touring

for the Pope team, and the representative of THE AUTOMOBILE.. The course has been entirely closed to racing cars for the last fortnight, and the American drivers, who

cuit in their touring car, running the racers only on a quiet stretch of road near the town. Lyttle has only been round the course three times in the racer, and Dingley was



on his third round when the accident occurred at Rochefort the day before the final closing of the circuit, as reported at the time.

Clermont lies in a hollow, picturesquely surrounded by a circle of dome-shaped hills, the most important of which, the Puy de Dôme, rises to a height of 5,000 feet above sea level. About five miles out of town the Four Roads are struck, this being the angle of the circuit nearest to Clermont. We climb up on a road winding sharply round and round the hillside, and having a grade of ten per cent. and a width of about 32 feet.

The first impression of the circuit is almost one of terror. No sooner is the car round a sharp bend to the right than she is swung round to the left, then back again to the right, only to be followed a second later by another sharp turn to the left. All

isolated one, not a house being in sight, and this morning the only persons to be seen were a few workmen engaged on the grand stands. Each side of the road is strongly barricaded for a couple of miles before and beyond the grand stands, and opposite the starter's box a light foot bridge unites the two sides of the road.

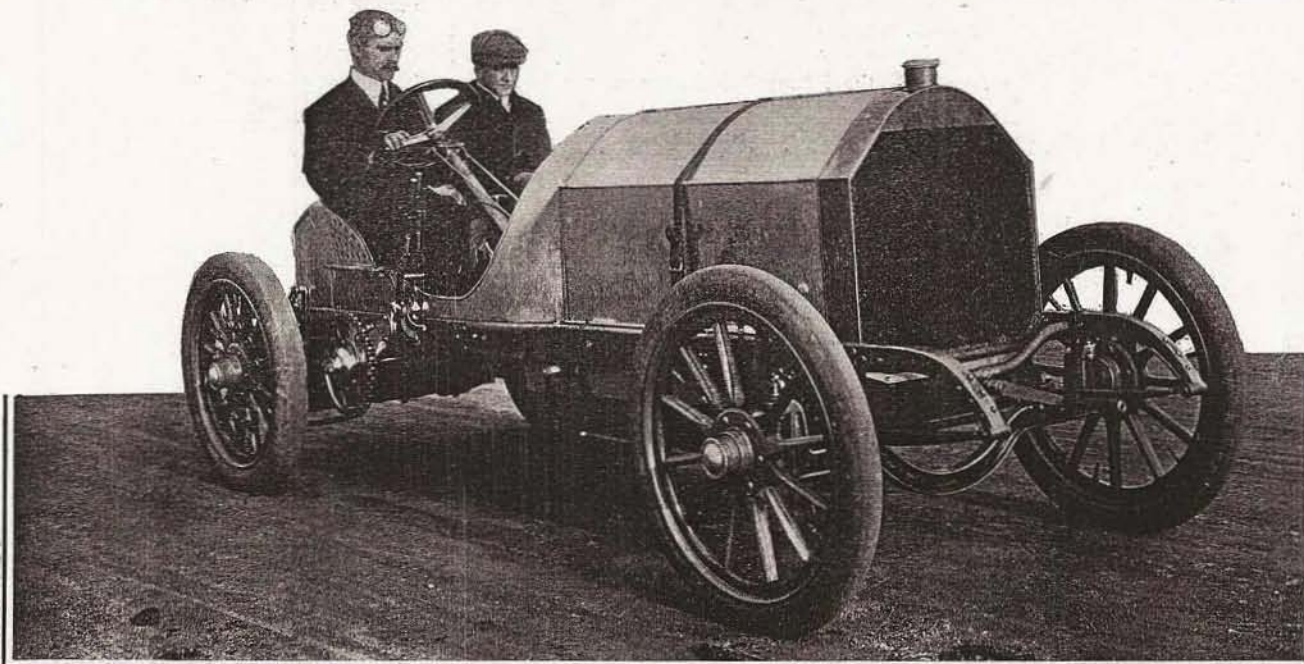
In the villages of Rochefort and Pontgibaud foot bridges have also been constructed over the road, and these, with the exception of an old Roman bridge passing under the road, and which has recently been dug out and rendered fit for use, are the only means of communication between the outside and the inside of the course. Access to the course on the day of the race will be absolutely forbidden to all except a very small number of officials.

From the grand stands to the top of the Col de la Moreno, a distance of three or

car. No less than ten sharp turns, all of them of a most difficult nature, and occurring on 8 to 10 per cent. grades, are encountered between the Col de la Moreno and the village of Rochefort.

It is here that the time control on the circuit has been made. There is, however, no neutralization, all the cars will be held up for five minutes and then started off from the same point. The road through the village is but twenty feet wide, the descent is from 4 to 9 per cent., and at no point can the chauffeur see more than twenty yards ahead. Each side of the track is strongly barricaded by palisades 5 feet in height, communication on the day of the race being assured by a temporary foot bridge.

Immediately on leaving the village the most difficult turning of the whole circuit has to be negotiated. When this track was discovered many of the most skilled French



JOSEPH TRACY AND AL POOLE, HIS MECHANICIAN IN THE LOCOMOBILE RACER ENTERED BY DR. HAROLD E. THOMAS OF CHICAGO IN THE GORDON BENNETT RACE, AND WHICH WILL START NO. 18.

the time the road is mounting, the round topped Puy de Dôme being right in front, as if blocking the way; and when La Baraque is reached a height of 2,560 feet has been attained. Below, to the left, lies the valley and in it the town of Clermont. The view is magnificent, but it does not keep out the thought that if a car went over the edge of the road it would have a drop of several thousand feet.

From La Baraque the road is comparatively straight for a few miles, and the driver can obtain a few seconds' rest. At no point, however, can one see far ahead, for although the ground is still rising, an occasional dip in the road shuts off the view from time to time.

On this first fast portion of the circuit—on the Plateau de Laschamp—have been erected the official grand stands, about ten miles from Clermont. The spot is a most

four miles, the road is steeply ascending, rising in this short distance from 957 meters to 1,065 meters. This is the highest point on the course, and from it a splendid view is obtained of the surrounding country. In the distance rises dome upon dome, all of them covered with grass up to their summits, hidden here and there by a patch of snow.

Although Clermont is situated in the south of France, in a land of vines and sunshine, this portion of it unites with southern beauties all the features of a northern clime.

Now the road descends, and continues on the down-grade for five miles. A couple of miles of straight road follows. Then the car is sharply whizzed round to the right, and before the occupants of the tonneau have slid back to their respective positions a sharp bend to the left throws them all together again in the opposite corner of the

drivers failed to get round the Rochefort bend on the first trial.

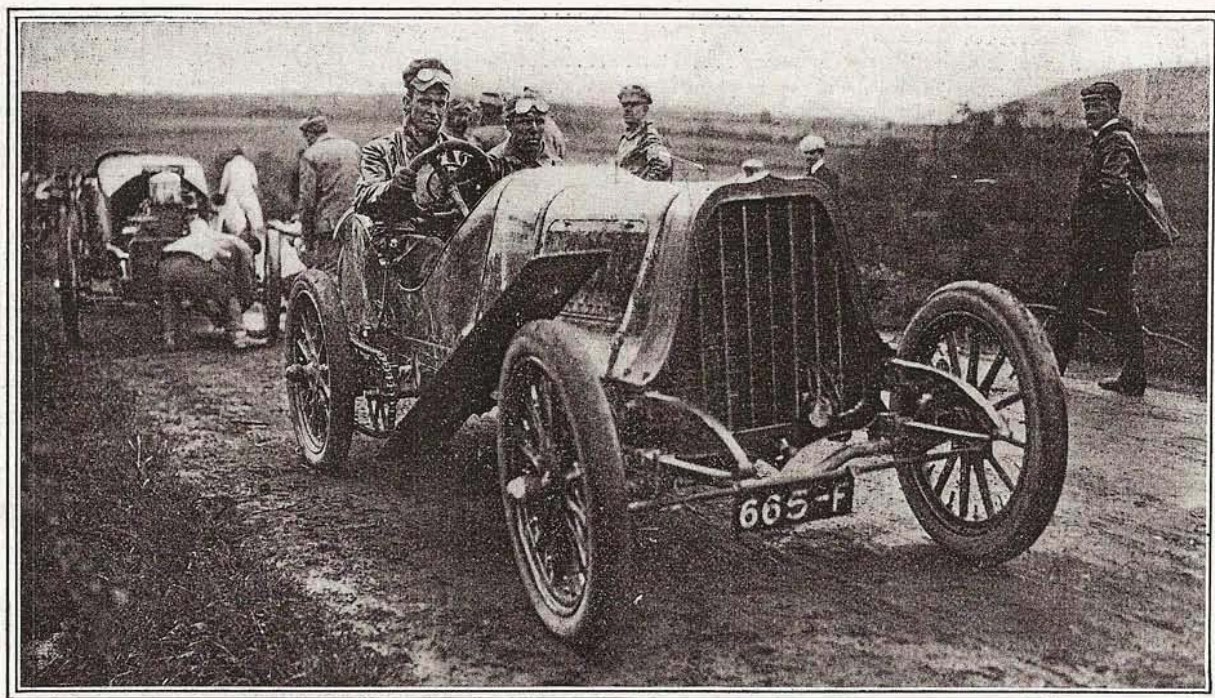
Lyttle tackled it in fine style this morning.

He had just got around the V-shaped bend and was straightening out for the 100 yards straight run when the wheels skidded on the wet ground, the engine almost stalled, and the thought came, "Will he be able to hold the car on this greasy 10 per cent. grade?" In a fraction of a second, however, the car had picked up speed again, and before the occupants of the tonneau had wedged themselves again into their own corners it was whirling around another bend.

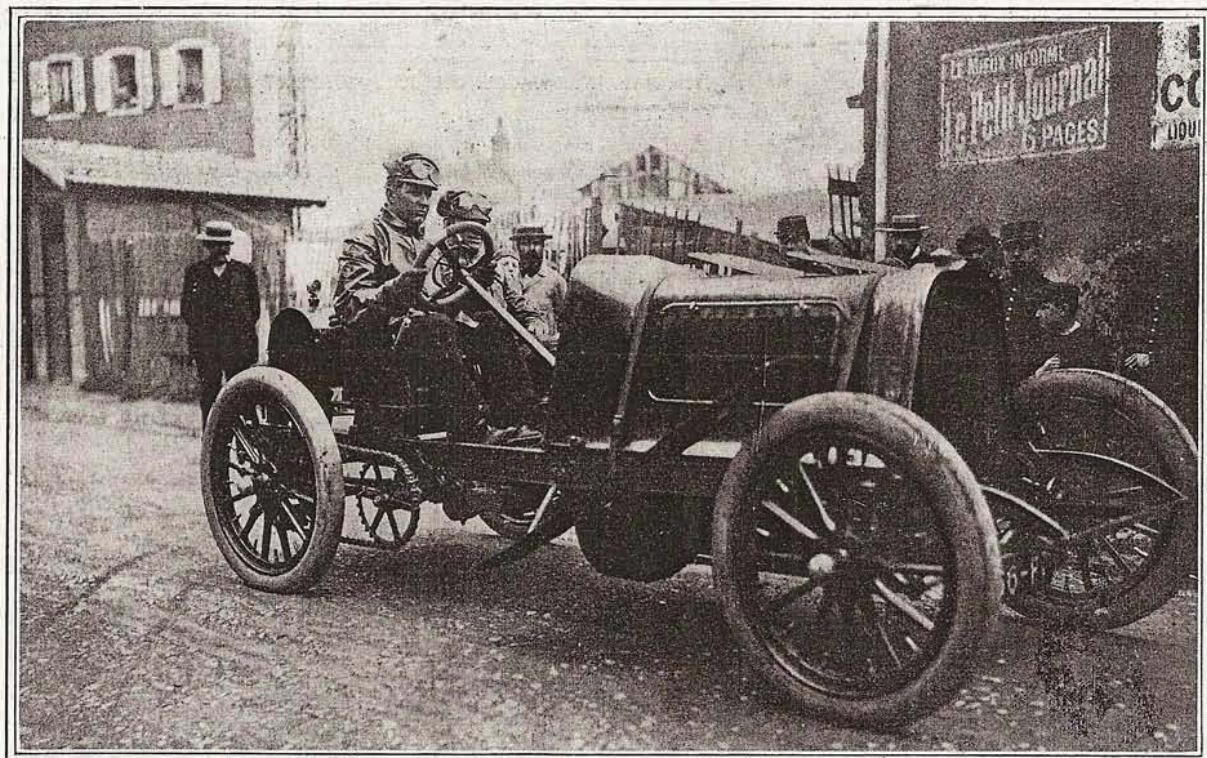
In the village of Laqueuille, situated at an altitude of 1,026 meters, there is a spacing control, and the same protective measures have been taken here as at Rochefort. On the day of the race every car will be



## POPE-TOLEDO GORDON BENNETT TEAM PHOTOGRAPHED ON THE COURSE.



G. H. DINGLEY AND J. T. TATTERSALL, HIS MECHANICIAN, ON THE AUVERGNE COURSE IN THE POPE-TOLEDO RACER ENTERED IN THE GORDON BENNETT RACE BY C. T. MUIR, OF LEXINGTON, KENTUCKY, AND WHICH STARTS NO. 12.



HERBERT H. LYTTLE AND WILLIAM KNIPPER, HIS MECHANICIAN, PASSING THROUGH ROCHEFORT IN THE POPE-TOLEDO RACER ENTERED BY COL. ALBERT A. POPE, OF HARTFORD, CONNECTICUT, AND WHICH STARTS NO. 6.



## LIST OF STARTERS IN THE GORDON BENNETT RACE ON THE AUVERGNE CIRCUIT, JULY 5.

| No. | Driver.    | Car.             | Country. | No. | Driver.     | Car.            | Country. | No. | Driver.   | Car.            | Country. |
|-----|------------|------------------|----------|-----|-------------|-----------------|----------|-----|-----------|-----------------|----------|
| 1   | Thery...   | Richard-Brasier. | France   | 7   | Callois.... | Richard-Brasier | France   | 13  | Duray.... | De Dietrich.... | France   |
| 2   | Earp....   | Napier.....      | England  | 8   | Rolls....   | Wolseley.....   | England  | 14  | Bianchi.. | Wolseley.....   | England  |
| 3   | Jenatzy..  | Mercedes.....    | Germany  | 9   | De Caters.. | Mercedes.....   | Germany  | 15  | Werner..  | Mercedes.....   | Germany  |
| 4   | Lancia...  | Fiat.....        | Italy    | 10  | Cagno....   | Fiat.....       | Italy    | 16  | Nazzari.. | Fiat.....       | Italy    |
| 5   | Braun....  | Mercedes.....    | Austria  | 11  | Hyeronimus  | Mercedes.....   | Austria  | 17  | Burton... | Mercedes.....   | Austria  |
| 6   | Lyttle.... | Pope-Toledo...   | America  | 12  | Dingley.... | Pope-Toledo...  | America  | 18  | Tracy.... | Locomobile....  | America  |

stopped and a control card given to the mechanic. If an interval of less than three minutes separates him from the previous vehicle, the car will be held in the control until that period has elapsed.

A short distance past the village of Laqueuille is the railway station where a single track crosses the road. Here is the first of the special wooden bridges constructed over the grade crossings. The official tests took place a few days ago, when the bridges were crossed at 60 miles an hour. It was found that the junctures with the road were rather too abrupt, and they are now being made more gradual by means of a layer of cement.

For a distance of 8 miles after the bridge the road is comparatively good, and the 30-horsepower Pope-Toledo gave some good indications of speed.

Suddenly this good piece of road has to be left, for at an angle on which stands a large stone figure of the Virgin Mary the course almost doubles back on itself, forming a perfect V. As the road is here almost level, this particular spot offers no great difficulty. All the drivers approach it at top speed, brake rapidly, swing round, and pick up speed again without the loss of a second.

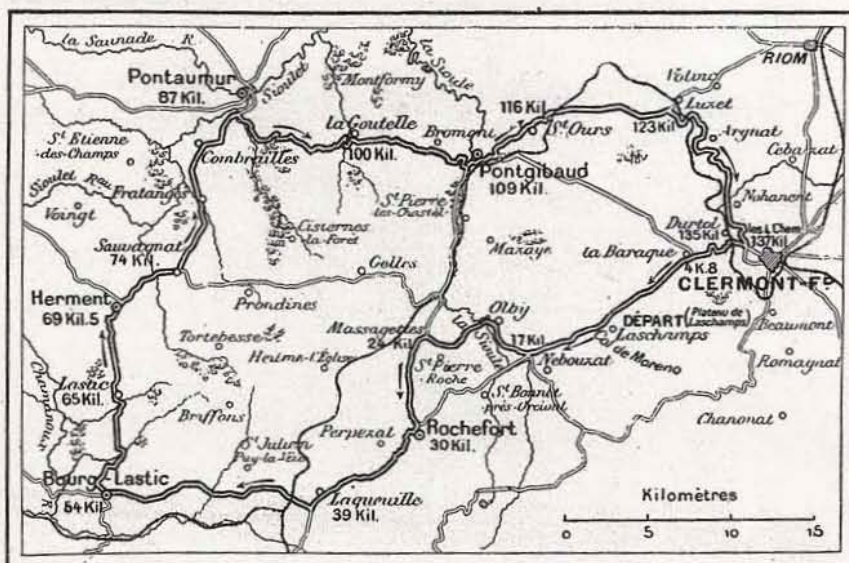
From this point (Bourg-Lastic) to Herment the road is narrow, being at many points not more than 22 feet wide. It is one of the by-roads of the district, and in order to put it into a fit condition for the race much repairing has been necessary. In

many places stones still lie loose on the surface, and as the sharp bends were tackled the rear wheels often skidded, throwing up a shower of dust and fine stones.

Between Herment and Pontaumur the altitude does not vary considerably, being

Almost all of the time he is half out of his seat to get a glimpse around the bend, and a "Right away" is uttered as soon as the next strip of road is seen to be clear.

The precaution is necessary, for going sharply around a bend on a 5 per cent.



SKETCH MAP OF AUVERGNE CIRCUIT PREPARED BY LA VIE AUTOMOBILE.

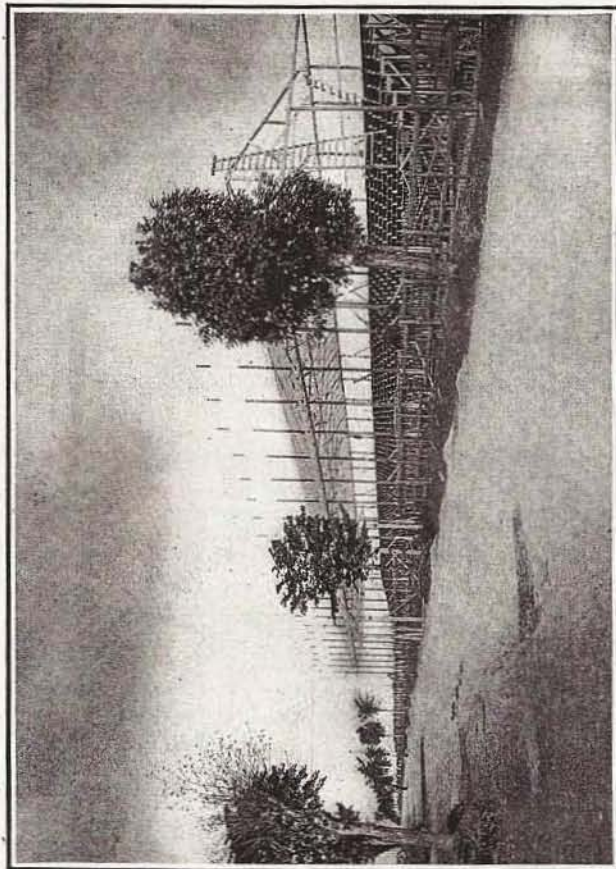
from 2,310 feet to 1,650 feet. The sharp curves, however, are never absent, and Dingley, who is acting as mechanic, fulfils the Prefect's recommendation to "use the horn abusively" in a wholehearted manner.

down grade, a flock of sheep is found to be blocking the road. The car is pulled up in about 18 feet, and all danger avoided. At another point the steam rollers and apparatus for tarring the road are suddenly

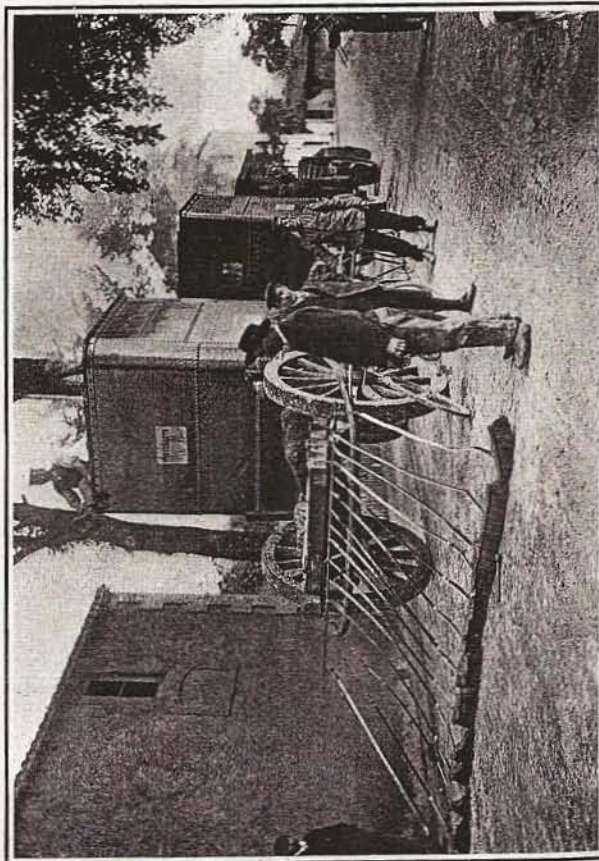


TRIUMPHAL ENTRY OF THERY THROUGH THE GATES OF PARIS ON HIS RETURN FROM WINNING THE G. B. ELIMINATION TRIALS.

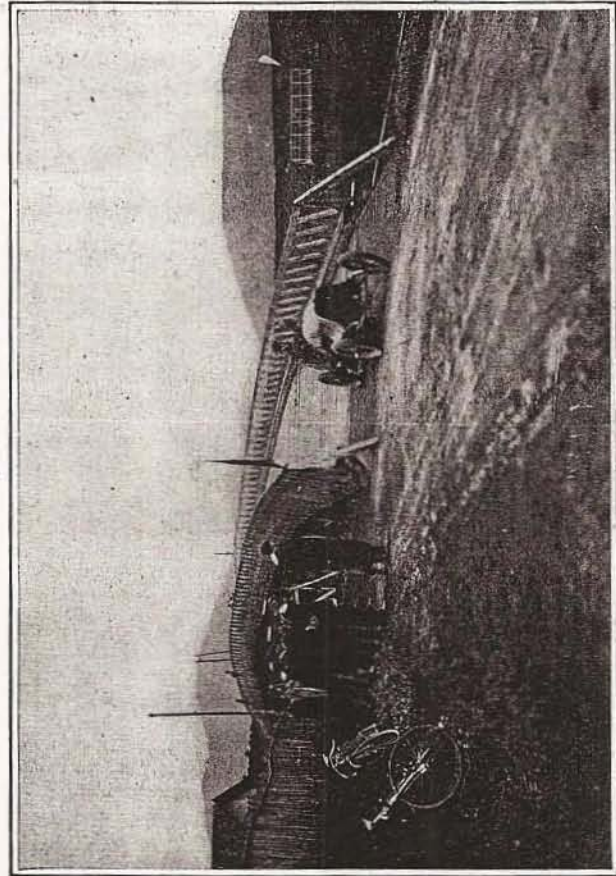




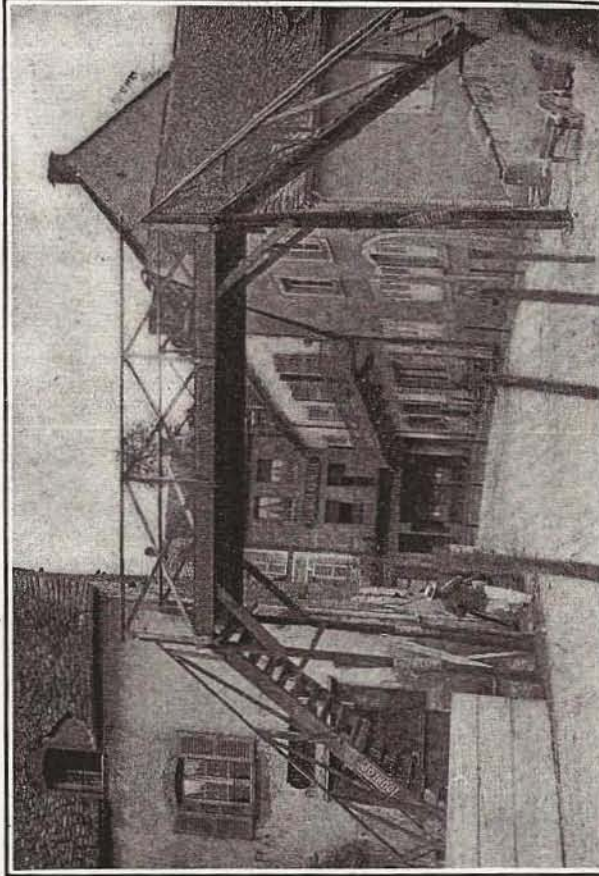
Erecting the Grandstand on the Plateau de la Laschamps.



Sprinkling the Course with Tarry Fluid, which Brushes Distribute Evenly.  
VIEWS ALONG THE AUVERGNE CIRCUIT IN FRANCE, SHOWING INTERESTING FEATURES OF THE PREPARATIONS FOR THE INTERNATIONAL GORDON BENNETT RACE, TO BE HELD JULY 5.



Pope-Toledo Racer Crossing Temporary Bridge over Railroad near Laqueuille.



Temporary Foot Bridge over the Course in the Town of Rochefort.



come upon. Again the value of a powerful brake is manifested and skilful driving gets the car by with a half-inch margin on each side.

The natives of this isolated country have caught the spirit of automobilism. Everybody is enthusiastic. The women stand and smile by the roadside as the cars rush by; the road men doff their caps at the approach of a racing machine; the farm men pull quickly to one side on hearing the sound of a horn; only the wild sheep dogs, so common on the mountainside, remain untamed.

In spite of the vehement calls of its owner, a fierce brute will from time to time rush barking into the middle of the road. As was the case this morning, the result is generally a quick cry of danger, followed immediately by a loud howling and yelping which is a minute after lost in the distance.

The police and military authorities are lenient. In the few villages run through, a gendarme will timidly raise his hand to indicate moderation, but more frequently he greets a car with a military salute. Across the high street of Pontgibaud a huge banner warns chauffeurs that they will be summoned if they travel more than five miles an hour, but should the road be clear no protest is made against a car running at 35 miles an hour.

From Pontaumur to Pontgibaud, a distance of 13 miles, the road is wide, varying from 32 to 36 feet, and for the first three or four miles a high speed can be maintained. Then sharp turns on the steep grades become frequent. Just outside the village of la Goutelle, on a 12 per cent. down grade, two very sharp turns have to be tackled.

Lyttle is driving at top speed and is indeed going over this part of the road in the touring car as rapidly as he would be able to do it with the racer. In the tonneau it is necessary to wedge yourself tightly with your feet to prevent being thrown bodily out, and as each difficult angle is negotiated, Lyttle gives a glance around to see that his passengers are all there and utters briefly, "That's fierce!"

To get through Pontgibaud safely requires careful driving, for the road narrows down to less than 17 feet, makes four successive sharp turns, crosses a stream by a narrow bridge and then widens out to 29 feet on an up grade of 10 per cent, which, being perfectly straight, can be taken at high speed. For a few hundred yards the railway runs alongside the road, and by chance an opportunity was given the American car of proving its speed superiority over the local train. At Pontgibaud on the day of the race there will be a spacing control the same as at Laqueulle, previously described.

Near Vaurial the second temporary bridge over the railway is passed, and shortly after the most beautiful scenery on the circuit comes into view. The road forms a ledge on the hillside. On the left a perpendicular cliff; to the right is a sheer drop of several hundred feet into a picturesque ravine, the sides of which are covered with trees and

bushes, and at the bottom of which a white road twists between patches of cultivated ground flanked by red roofed cottages. At two or three points one can look across the ravine and see the course winding around a bend on the hillside a mile ahead. The road here is about 39 feet wide, well made, and, despite the precipices, a high speed is possible. A height of 2,950 feet is attained on this chain of hills, and the country is visible for miles around.

Twelve miles from Clermont the down grade commences and continues right into the town, descending from 900 meters to 400 meters. The utmost caution is necessary, for the road is but a series of sharp turns on a down grade of from 7 to 15 per cent., and only averages 26 feet in width. It is utterly impossible on the greater part of this road for one car to pass another going in the same direction. To attempt it would be to court disaster.

At 9:30 o'clock the Pope-Toledo car was back in the garage at Clermont, which, making deductions for the stops to visit the various repair stations marked out on the road, gave 2 hours 28 minutes for the 86 miles covered.

The reader will observe that the course was gone over in the direction that the cars will race, which is, with the driver next to the inside of the circuit. This can be seen very clearly on the map of the course, printed on page 4. The Vanderbilt race on Long Island was run in the same direction, which is opposite to that invariably followed in American track races.—Editor's note.

## French Racing Motorcycles.

*Special Correspondence.*

PARIS, June 17.—France is to be represented in the international motorcycle race,

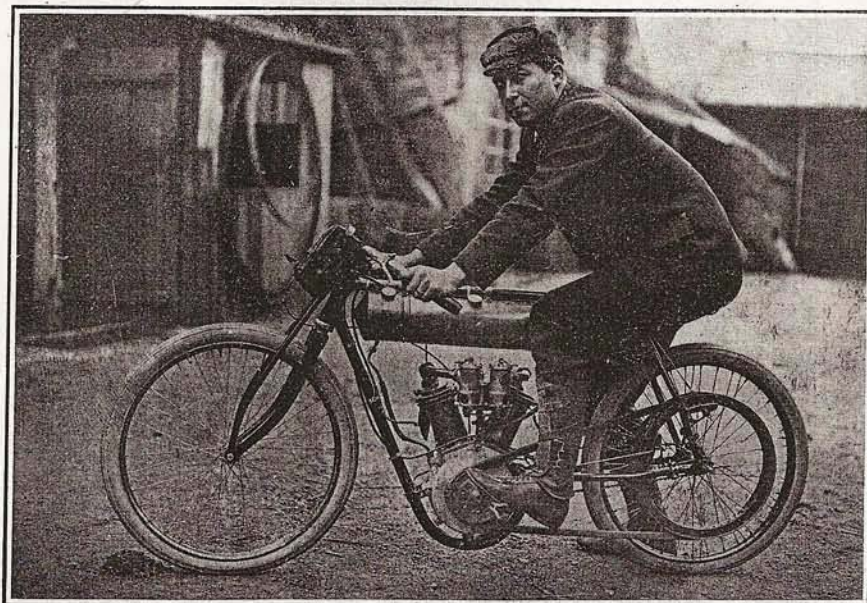
to be run June 25, by one Griffon and two Peugeot machines, the elimination trials over the St. Arnould-Dourdan-Ablis course on June 11 having resulted in the selection of Demeester on a Griffon, and Guippone and Champoiseau on Peugeot, as the French team. In the trials all three averaged more than 44 miles an hour for the 245 kilometers (152 miles).

The two makes of machines have much in common. Both have two-cylinder engines of between 7 and 8 horsepower set vertically in a loop of the frame in front of and below the crankbracket, as shown in the accompanying engraving of one of the Peugeot machines. The cylinders are set at an acute angle to each other, or in the form of a V, with the carburetor between their heads. The engines are balanced with the utmost care, vibration being almost imperceptible when running. The bore and stroke of the Peugeot cylinders are 80 mm. by 86 mm., respectively; of the Griffon, 85 mm. by 85 mm.

The racing machines are fitted with automatic inlet valves, which is all the more notable because the commercial machines built by the makers of both machines all have mechanically actuated valves. Drive is by a V-shaped belt, following the standard system on all motorcycles in France. Both the Griffon and Peugeot racing machines come well within the weight limit of 110 pounds. They are fitted with 2 1-4 inch tires.

A peculiarity of the Peugeot is the double-barrel carburetor with only one float chamber, the object being to avoid the carburetion troubles common to engines of this type when carburetors with single mixing chambers are used. The Griffon carburetor however, has only one mixing chamber.

Ignition by jump spark from separate coils is used on both makes, the Griffon system possessing the peculiarity that the



CHAMPOISEAU ON PEUGEOT MOTORCYCLE, A FRENCH DEFENDER IN THE INTERNATIONAL RACE.