

## AUVERGNE CIRCUIT CONSIDERED DIFFICULT.

French Chauffeurs Tell of Sharp Turns and Varying Grades on Gordon Bennett Course—Say Winner Will Average Less than Fifty Miles an Hour.

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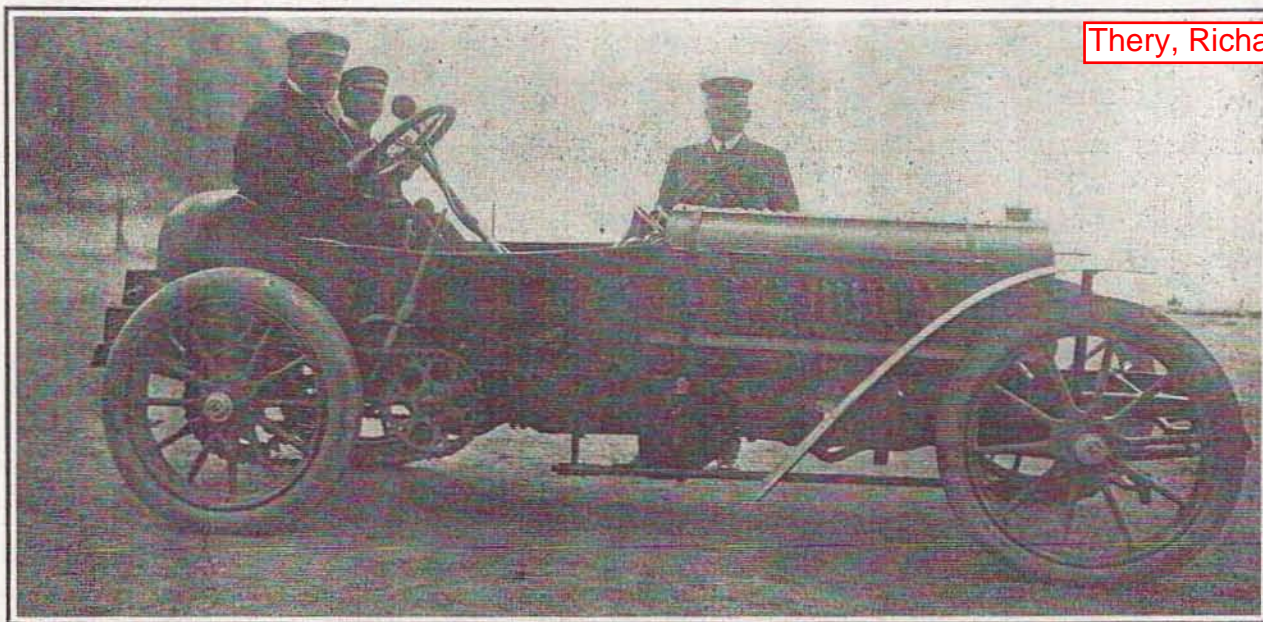
PARIS, April 29.—French chauffeurs do not judge lightly the difficulties of the mountainous circuit in Auvergne, as is shown by the systematic way in which drivers entered for the eliminating events are studying every inch of the road. So difficult is the hilly, winding course, that without daily practice for some time beforehand no driver can hope to maintain a good position in the race. Several of the future competitors have already tested the circuit at high speeds, notwithstanding the bad

minutes, thus attaining an average speed of slightly more than 50 miles an hour.

M. Girardot, the driver of the only C. G. V. car entered for the elimination races, is heartily in favor of the circuit, notwithstanding its difficulties and fatiguing nature, for on such a road none but the very best cars will have any chance of winning. So great is the physical fatigue that after one or two rounds at high speed Girardot says he is almost exhausted. Although a man of athletic proportions, he will take boxing and other exercise daily until the date of the trials in order to keep himself in form. Girardot is of the opinion that the car making an average speed of fifty miles an hour throughout the race will have a good chance of winning.

Duray, the De Dietrich chauffeur, corroborates the opinion of Girardot as to the fatiguing nature of the circuit. In his opin-

show many changes from last year's model. The hood has been extended rearward over the dash, and so shaped as to diminish the air resistance. The position of the gasoline tank has been changed, it being now placed behind the driver's and mechanic's seats, instead of under the rear of the chassis as formerly. Except that it is more powerful, developing 123 horse power, and has a slightly increased bore, the motor is similar to that of last year. The pump and magnet are fixed on the same shaft, and, consequently turn at the same speed. The lubricator has been modified, and the water tank for cooling brakes is abolished. The radiator is of honeycomb type, with fan in the flywheel. The clutch is of the usual Mercedes type, and the change-speed gear gives four speeds ahead and one reverse, the high-speed gear being in direct engagement. With the second speed gear a speed



They, Richard-Brasier

THEY AT THE WHEEL OF THE 1905 GORDON BENNETT RICHARD BRASIER 90-HORSEPOWER RACING CAR.

weather in this southern, but cold, region, and have made known their impressions. Albert Clement, the young leader of the Clement team, is of the opinion that the circuit is exceedingly difficult, even dangerous. With its sharp turns and ever-varying grades, necessitating the constant use of change-speed gear, brakes and clutch, it appeals to him as a difficult and fatiguing "cake walk." Out of the eighty-five miles which constitute the circuit there are only three straight lengths, the longest of which is but 1,500 meters (less than one mile), and on such a route he is of opinion that the winner of the cup will not exceed an average speed of forty-six miles an hour. Notwithstanding its "beastly difficult nature," as the young French driver forcibly expresses it, the circuit pleases him, and he would not have it otherwise.

Last week Clement went around the circuit on his racing machine in 1 hour 43

ion, which is shared by many who have studied the circuit closely, its danger will form its safety, for all the bends will have to be taken with great caution, and at a correct angle, and no driver will dare to start in the race without having first tested every difficult part of the road. The descent to Clermont, near the end of the circuit, is described by Duray as "terrible." At each of the sharp bends in the road his mechanic had to hold on to his seat with all his force in order to prevent being thrown out of the car. The De Dietrich chauffeur estimates the average speed of the winner at not more than forty-seven miles an hour.

### PARTICULARS OF MERCEDES CARS.

Two of the Gordon Bennett Mercedes cars, those of Baron de Caters and Jenatzy, are now finished, and it is expected that the third will be ready in about a fortnight. In general appearance the 1905 car does not

of from 47 to 49 miles an hour will be attained; on third gear, 80 to 84 miles an hour will be reached; and on the top speed, 112 miles an hour is possible. Chain drive is adopted, the number of teeth being 34 on each sprocket. The wheel base is 2m. 92cm., and the track 1m. 36cm.

### ORDER OF START.

Following is the order in which the starts will be made in the Gordon Bennett race: 1, France; 2, England; 3, Germany; 4, Italy; 5, Austria; 6, America; 7, Switzerland; 8, France; 9, England; 10, Germany; 11, Italy; 12, Austria; 13, America; 14, Switzerland; 15, France; 16, England; 17, Germany; 18, Italy; 19, Austria; 20, America; 21, Switzerland. The intervals between starts will be three minutes. The national colors of the cars will be: France, blue; England, green; Germany, white; Italy, black; Austria, black and yellow; America, red; Switzerland, red and yellow.