

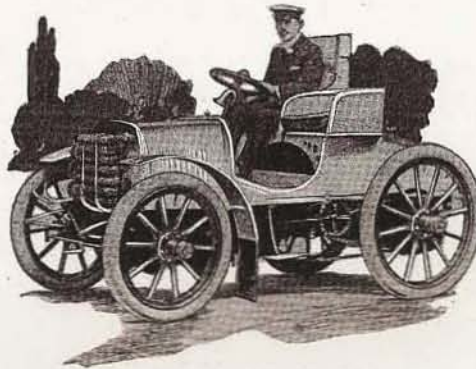
PREVIOUS GORDON BENNETT RACES AND THEIR WINNERS

THE first Bennett cup race was run in 1900 over a course of 350 miles, the distance separating Paris from Lyons, France. Charron, now a member of the Charron, Girardot & Voigt concern, won the race for France, while Girardot was second. Both drove Panhard & Levassor cars. In 1901 there was no special race for the Bennett cup and it was competed for at the same time the annual Paris-Bordeaux road race was run. Girardot won the race, having driven a Panhard & Levassor. It was in 1902 that the Bennett race really became the first important automobile event in Europe, when the various countries, where interest was taken in the sport, became more interested in the international contest, owing to the extraordinary boom the French trade had taken after the Bennett race had been won 2 years in succession by one of its manufacturers. At first it was thought Germany would enter at least one car, it being rumored at the time that the manufacturers of the Benz, made in Mannheim, would be entered, but for some reason no car was entered by the German Automobile Club. Thus only French and British cars started in the race, which was run over a distance of 360 miles. It was a great race between Rene de Knyff in a Panhard and S. F. Edge in a Napier, the latter winning because of an accident to the Panhard at a time when it was leading by several minutes. Frenchmen were disappointed at losing the cup and immediately started to prepare for the race of 1903. The importance of the Bennett race had now become universal and Germany and America decided to make a trial at winning the cup from England. Two Wintons and a Peerless were entered by the Automobile Club of America, the drivers being Alexander Winton, Percy Owen and L. P. Mooers. The Germans entered three Mercedes cars, which had Baron de Caters, Foxhall Keene and Camille Jenatzy as their drivers. S. F. Edge, J. W. Stocks and Charles Jarrott formed the British team, all driving Napier cars. France was represented by Rene de Knyff and Henry Farman in Panhard cars and Gabriel in a Morse. As Edge had won the previous year the race was run in Great Britain, Ireland having been selected as the scene of the contest. Foreigners flocked by the thousands to Ireland. The British had the utmost confidence of being able to win the race, especially because they were on their own ground, with which they had been able to become familiar for months; but notwithstanding their apparent advantage the Britishers made a poor showing, not even finishing among the first four. Almost from the start Jenatzy took the lead, and although closely followed by the French drivers he succeeded in maintaining a sufficient lead to insure him first place. Instead of being received with great enthusiasm the victory of the German representative caused

disappointment, even to the Britishers, who favored the French rather than the German team. While losing the cup, the French drivers nevertheless made the best showing, finishing second, third and fourth, a feature which never before has been brought out.

More than ever the European manufacturers became interested in the international cup race, which meant so much to the automobile industry of the countries where cars are made. The German victory of Jenatzy gave a new impetus to German trade, but it helped to a great extent the boom in the French industry. The event took a still more international aspect last year, owing to the fact that seven countries had representatives in the big race. For the first time Austria, Italy and Switzerland entered cars and thus a great race was expected.

Owing to its victory of the previous year



CHARRON, WINNER IN 1900

two Mercedes cars were designated by the German Automobile Club to represent Germany and a third Mercedes was given an option to enter, provided no other manufacturer entered a car. Fritz Opel, who manufactures the Darracq car in Germany, entered one of these machines, but it proved a failure. The Austrian team consisted of three Austrian Mercedes with Werner, Braun and Warden as drivers. Italy entered three Fiat cars with Lancia, Cagno and Storero as drivers. The Belgium team was made up of three Pipe cars, which had Baron de Crawhez, Hautvast and Augieres as drivers. They, Salleron and Rougier were the drivers of the Richard-Brasier, Mors and Turcat-Mery cars which represented France in the race. Two Wolseleys, driven by Jarrott and Girdling, and a Napier, driven by S. F. Edge, formed the team sent by Great Britain, while a Dufaux car, made by Charles Dufaux, of Switzerland, represented

that country. This did not start, as it was found to be in damaged condition a few minutes before the race started.

The emperor of Germany, the empress and several members of the royal family witnessed the race, which was run over the Taunus course near Homberg. The German and the French teams were the favorites and the interest concentrated almost exclusively upon Jenatzy, driver of one of the Mercedes, and They, who was driving the Richard-Brasier. During almost the entire race these two were within a few minutes of each other, and it was not until the official time was given out that it was known who was really the winner. They was the lucky man, preceding Jenatzy by about 12 minutes. Baron de Caters in a Mercedes was third.

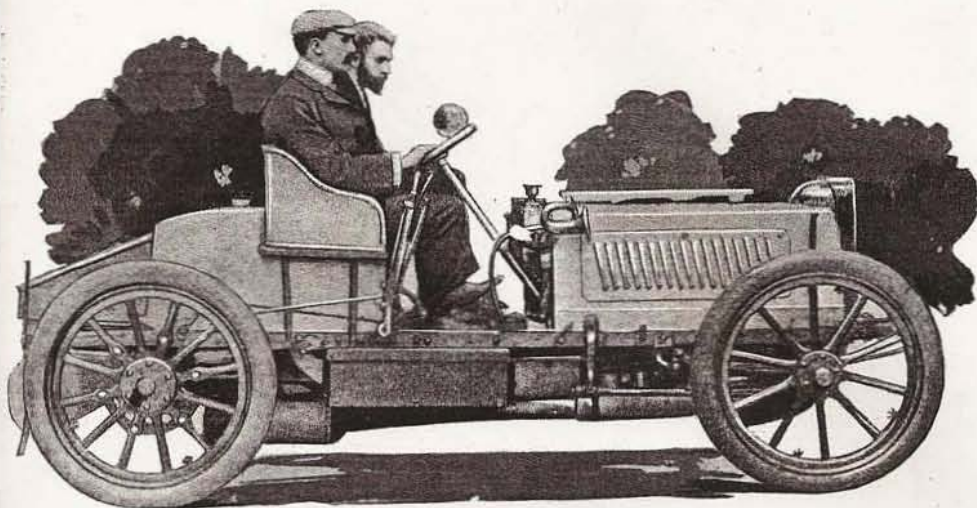
In the first race, run June 14, 1900, over a course of 352 miles, between Paris and Lyons in France, three countries were represented. Alexander Winton was the representative of the United States, driving a Winton car; Jenatzy represented Belgium and drove a Bolide; Rene de Knyff, Charron and Girardot, all three driving Panhard racers, represented France. None of the cars had motors developing more than 25 horsepower and all had vertical cylinders. The American car had a single cylinder motor, while the other four vehicles had four cylinder motors. All had accumulator ignition and the three French cars had steel and wood chassis. Charron won the race for France, covering the 352 miles in 9 hours 9 minutes.

There were only three French contestants in the second race, run May 29, 1901, over the course from Paris to Bordeaux, the distance being about 352 miles. Charron and Girardot drove 40-horsepower four-cylinder Panhard racers, while Levagh drove a 50-horsepower four-cylinder Mors. The three cars had steel and wood frames and Michlin tires. Girardot won in 8 hours 51 minutes and 50 seconds.

In 1902 the race was run June 26, during the Paris to Vienna road race, there being one representative from Great Britain, S. F. Edge, who drove a 40-horsepower Napier, and three French drivers—Girardot, who drove a C. G.



JENATZY IN THE MERCEDES CAR, THE WINNING COMBINATION IN 1903



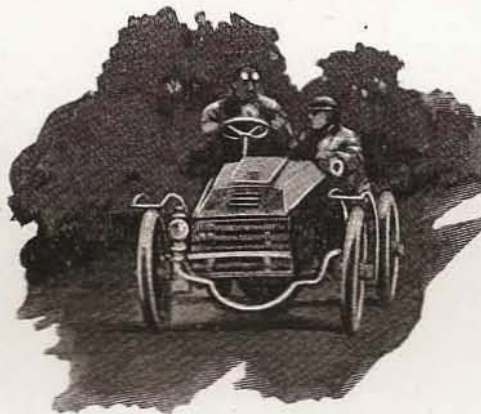
S. F. EDGE IN NAPIER CAR, WINNER 1902 RACE—MR. NAPIER WITH EDGE

V.; Rene de Knyff, who drove a Panhard, and Henry Fournier, who drove a Mors. The French cars were of 60 horsepower, having four cylinders and magneto ignition. The British car had accumulator ignition. The chassis of all four cars were made of steel and wood, the French machines being equipped with Michelin tires and the Napier with Dunlop tires. The first to arrive at Innsbruck, Austria, 387 miles from Paris, was to be the winner of the cup. S. F. Edge was the successful man, covering the distance in 11 hours 2 minutes 54 seconds.

France, Great Britain, the United States and Germany sent a team to Ireland, where the race was run July 2, 1903. Alexander Winton, Percy Owen and Louis Mooers represented the Automobile Club of America. The two former drove Winton cars; Mooers a Peerless. The latter had a four-cylinder vertical motor, developing 80 horsepower. Owens' Winton had an eight-cylinder horizontal motor credited with 80 horsepower, while Alexander Winton's car had a four-cylinder vertical motor of 40 horsepower. Both of these machines had steel and wood chassis, Goodrich clincher tires and one had accumulator ignition, while the other had magneto ignition. The Peerless had a steel chassis. The Britishers in the race were S. F. Edge, Charles Jarrott and W. J. Stock, who drove four-cylinder 65-horsepower Napier racers, which had steel and wood chassis and Dunlop tires. Two had magneto ignition and one had accumulator ignition. The French cars were two four-cylinder 70-horsepower Panhards and a four-cylinder 70-horsepower Mors, the latter being driven by Gabriel and the former by Henry Farnam and Rene de Knyff. All three cars had steel chassis, magneto ignition and Michelin tires. Three 60-horsepower Mercedes, having four-cylinder vertical motors, magneto ignition, steel frames and fitted with Continental tires, were the German machines. Jenatzy, Baron de Caters and Frank Keene were the drivers. The course to be covered was 368½ miles and Jenatzy was the first to finish, covering the distance in 6 hours 39 minutes.

Last year Germany, England, Austria, Italy, Belgium and France took part in the race. Jenatzy, Baron de Caters and Opel represented Germany. The two first named drove four-cylinder 90-horsepower Mercedes, while Opel drove a four-cylinder 85-horsepower Opel-Darracq. All three cars had magneto ignition, steel chassis and Continental tires. Two Wolseleys, driven by Charles Jarrett and Sidney Girling, and a Napier, driven by S. F. Edge, formed the British team. The two former cars had four-cylinder horizontal motors, one being of

96 horsepower and the other of 72. The Napier had a four-cylinder 80-horsepower vertical motor and magneto ignition. The Wolseleys had accumulator ignition and shaft drive. All had steel chassis and Dunlop tires. The Austrian team consisted of three Mercedes cars, driven by Werner, Braun and Warden. Each had four-cylinder 90-horsepower vertical motors, magneto ignition, steel chassis, and Continental

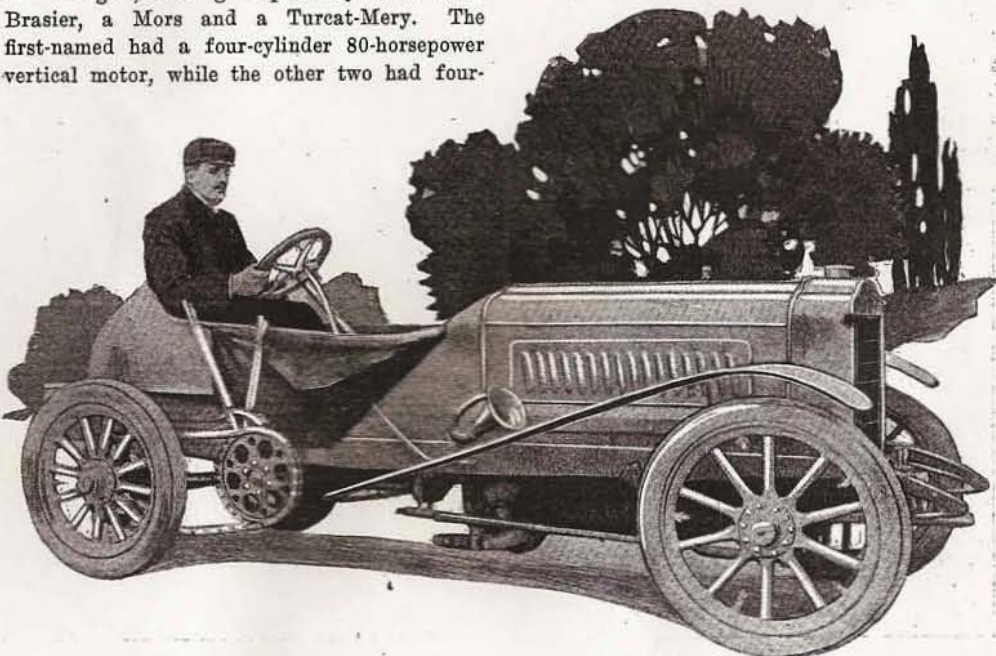


GIRARDOT, THE 1901 WINNER

tires. Cagno, Storero and Lancia drove the three Italian Fiat racers, which had four-cylinder 75-horsepower vertical motors, magneto ignition, steel chassis and Michelin tires. The French team consisted of Thery, Salleron and Rougier, driving respectively a Richard-Brasier, a Mors and a Turcat-Mery. The first-named had a four-cylinder 80-horsepower vertical motor, while the other two had four-

cylinder 90-horsepower vertical motors. All three had magneto ignition and Michelin tires. The Mors and the Richard-Brasier cars had a steel chassis, while the Turcat Mery had a steel and wood chassis. Three four-cylinder 90-horsepower Pipe cars driven by Baron de Crawhez, Augieres and Hautvast represented Austria. All three had accumulator ignition, steel and wood chassis and Continental tires. The race was won over a course of 352 miles near Homburg, Germany, and was won by Thery in the Richard-Brasier, who covered the course in the fast time of 5 hours 50 minutes 3 seconds.

This year France, Great Britain, Germany, Austria and America have entered teams. Thery, Callois and Duray will drive the two Richard-Brasier racers and the de Dietrich. The former two cars have four-cylinder 120-horsepower vertical motors, while the third French car has a four-cylinder 130-horsepower vertical motor. All three have steel chassis, magneto ignition, and Michelin tires. The two Wolseleys and the Napier which will be the British cars will be driven by C. S. Rolls, C. Bianchi and Clifford Earp, respectively. The former two cars have four-cylinder 90-horsepower horizontal motors, while the Napier has a four-cylinder 80-horsepower vertical motor. All have accumulator ignition, steel chassis and Dunlop tires. The three Mercedes cars of Germany with Jenatzy, de Caters and Werner as drivers, have four-cylinder 120-horsepower vertical motors, magneto ignition, steel chassis, and Continental tires. The Austrian Mercedes cars are almost identical in construction and equipment, while the three Fiat cars of Italy are said to have four-cylinder vertical motors developing 100 horsepower, steel chassis, and magneto ignition. The three American cars are two Pope-Toledos and a Locomobile, the latter being driven by Joe Tracey, and the former by Herbert Lyttle and P. Dingley. The Locomobile has a four-cylinder 90-horsepower vertical motor, sliding transmission, steel chassis, and Diamond tires, while the two Pope-Toledo cars have four-cylinder 50-horsepower motors, steel chassis and magneto ignition. The American makers did not think it necessary to build more heavily powered cars in order to have a good chance of winning, depending upon consistent running rather than bursts of speed in order to be put on a somewhat even basis.



RICHARD-BRASIER CAR, WITH THERY AT THE WHEEL—WINNER IN 1904