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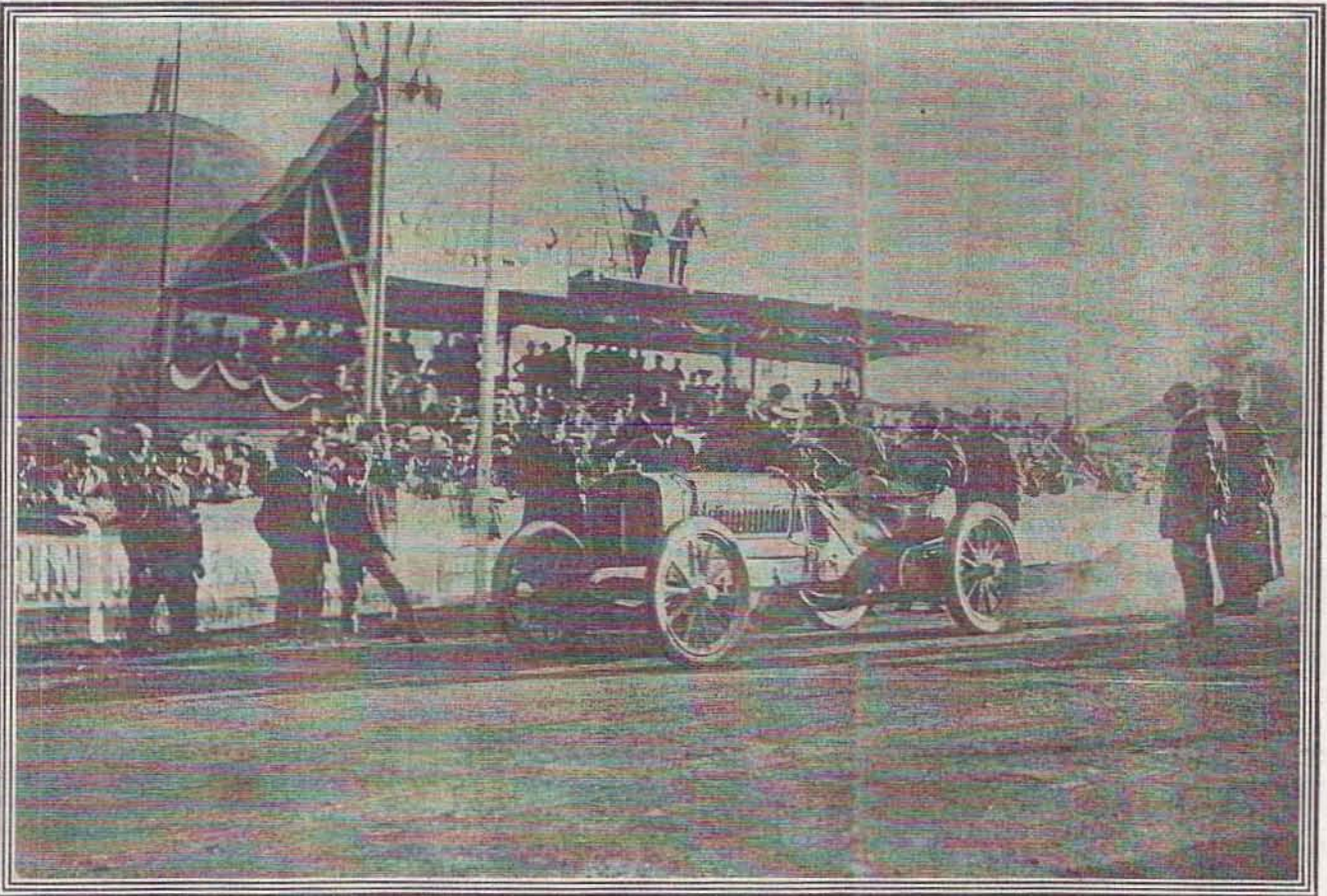
## HOW THE FRENCH G. B. TRIALS WERE RUN.

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

CLERMONT FERRAND, France, June 16.—The three cars which will represent France in the Gordon Bennett race on July 5, have just been selected after a test unequalled for severity in the annals

far-away American readers to have some idea of its terrible nature—although not until it has been run over at high speed can any adequate notion be obtained of the awful strain to which the twenty-four competing

minutes, ignoring fractions, and between the first fourteen cars the average difference (still ignoring fractions), is less than seven minutes. No more striking example of the perfection of present day automobiles could



THEY IN THE WINNING RICHARD-BRASIER CAR IN FRONT OF JUDGES' STAND AFTER HE HAD FINISHED, AVERAGING 45 MILES AN HOUR.

of automobilism. The honors have fallen to Théry, last year's cup winner; Caillois, also of the Richard Brasier team, and to Duray, of the De Dietrich establishment. Sufficient has been written about the course for even

machines and forty-eight men have been subjected. In spite of the tremendous difficulties, however, the race was run with remarkable regularity and keenness. Between Théry and Callois there is a difference of nine

be afforded than this 340 miles run over the mountains of Auvergne.

Mechanical construction appears almost to have reached perfection, for few indeed were the cars unable to finish the course



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.

STARTING ORDER AND NO.	CAR.	DRIVER.	CLOCK		TOTAL ACTUAL RUNNING TIME.	POSITION AT FINISH.
			TIME OF START.	TIME OF FIRST ROUND.		
			A. M.	H. M. S.	H. M. S.	
1	Richard-Brasier	Théry	6:00:00	1:42:52	7:34:49	1-5 1
2	Renault	Sizsz	6:04:00	1:48:47	7:55:47	3-5 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 7
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 14
8	Darracq	Hemery	6:28:00	1:51:14	8:21:38	9
9	Panhard	Heath	6:32:00	1:59:37	8:11:38	3-5 6
10	Gobron-Brillie	Rigolly	6:36:00	2:02:00	8:16:57	4-5 8
11	Richard-Brasier	Caillois	6:40:00	1:53:33	7:43:11	- 2
12	Renault	Edmond	6:44:00	2:50:29	8:57:24	2-5 13
14	Bayard-Clement	Hanriot	6:48:00	2:10:00	8:23:39	3-5 10
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 4
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	12
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	15
27	De Dietrich	Duray	7:24:00	1:51:51	7:44:47	4-5 3
28	Darracq	De La Touloubre	7:28:00	2:09:11		11
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.

**P**RESS 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