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The Florida Races

The contests on the Florida beach during the last week of January were somewhat shorn of popular favor this year on account of the increasing popu-

nearly as large as formerly. As might have been anticipated, the entries were not as numerous, and in many quarters it is believed that the automobile contests at the popular winter resort have

question of practical utility has become, as it ought to be, of leading importance.

The weather was delightful, and the track—if the white expanse of sea beach may be called a track—was an ideal



FAR FROM THE BLIZZARDS.

larity of the automobile exhibitions, which are succeeding each other in unbroken succession during the entire winter. As a result the attendance on the Ormond-Daytona beach was not

seen their best days. It is certain that the element of mere speed with racing machines is no longer of surpassing interest. The belief is general that the speed limit has been reached, and the

one. The beach has the peculiar quality of hardening as the receding tide leaves it, and the surface takes on a kind of iridescent glitter, arising from the minute particles of the shells of

crustacean mollusks that are mixed with the white sand. The surface is as smooth as polished jasper, and the flying wheels of the motor cars leave scarcely a mark of their passing.

The Stanley 30 horsepower racing car run by Mr. F. H. Marriott ran the best one mile in 29 3-5 seconds, almost equalling the record of last year. The American Mercedes, 70 horsepower, run by Mr. E. B. Blakeley, won the five-mile race from a standing start, making the distance in 4 minutes 25 seconds. The same distance open to all classes with a flying start was made by the Stanley steamer in 3 minutes 44 4-5 seconds. The one-mile American touring car championship was won by the Stanley 20 horsepower car driven by Mr. F. Durbin in 53 3-5 seconds. A five-mile match race between the Stanley steamer, 20 horsepower, and the American Mercedes, 70 horsepower, was won by the former in 3 minutes 51 4-5 seconds. The quarter-mile high-gear slow-race for stock cars was won by the Stevens-Duryea in 1 minute 13 seconds.

On Wednesday, January 23, considerable interest was manifested in the 20-mile American touring car championship, which was won by a Welch 30 horsepower car driven by Mr. L. H. Perlman, in 22 minutes 32 4-5 seconds. On Thursday, January 24, the 100 miles, all classes race for the Minneapolis Trophy was won by the American Mercedes, 70 horsepower, in 1 hour 26 minutes 10 seconds. The Rolls-Royce, 20 horsepower car, run by C. E. Hutten, coming in second in 2 hours 2 minutes 35 seconds. The ten-mile open handicap was also won by the Mercedes, while the five-mile touring contest was won by a Wayne car.

On Friday, January 25, two Cleveland cars scored first and second in the six-mile handicap. An interesting event on the same day was the special match between a Rolls-Royce 20 horsepower car and a Franklin 30 horsepower. The distance was twelve miles, and the British car made the distance in 13 minutes 12 2-5 seconds, while the American car took 14 minutes 32 4-5 seconds to complete the distance.

Much regret was expressed at the disaster which befell the Stanley racing steamer, which nearly equalled the record of last year, and with which Mr. Marriott was attempting to break the record. It appeared that a slight indentation in the beach had the effect of throwing the front wheels in the air and the driving wheels skidding the machine literally went to pieces. Mr. Marriott has since almost completely recovered from his serious accident. The nature of the accident has turned the attention of many experts to the principle of a front drive, which may

appear in much safer form next year.

Motor cycles were much in evidence and several special matches were run and the best recorded mile being made by the Curtis, two-cylinder, run by Mr. H. G. Curtis in 46 2-5 seconds.

Evolution of the Car

The development of the wheeled carriage can be traced to the war chariot. The earliest record found of a carriage proper being used was when Charles of Anjou and his queen entered Naples in 1280 riding on a caretta. When an imitation of this article of supreme luxury was first seen in England, the word caretta was shortened to car, but under the Norman sway it was Frenchified into chariot or coach, the latter word being a corruption of the word *concher*—to recline.

Through long years of development the rude, springless wheeled box grew into the comfortable covered coach carried on steel springs or leather thongs. The luxurious ideas that first demanded elaboration of the carriage took the form of highly ornate carvings and heavy gilding. The ancient specimens of the carriage-makers' art, still preserved in the museums of Europe, are wonders only for the laborious efforts that had been devoted to making them costly possessions.

The covered carriage originated in a small canopy, supported by four pillars, with curtains for front and side protection. It was not till after Queen Elizabeth's time that glass was used as a comfort and protection in carriages, although very ornate trappings were attached to them before that period. In the time of Charles II, Pepys notes in his famous Diary that on "May 1, 1665, after dinner I went to the tryall of some experiments about making of coaches go easy, and several we tried, but one did prove mighty easy (the whole of the body lying on one long spring), and we all, one after another, rid in it, and it is very fine and likely to take." That is the first authentic account of a decided improvement in the arranging of carriage springs, but they had been used in a crude form previously.

The arrangement of springs mentioned by Pepys was probably only fine by comparison, for after the middle of the eighteenth century springs were not used except for the more luxurious style of carriage. A French writer of that time mentions the application of springs to the four corners of a perch carriage. The springs were fastened to upright posts, and leather braces went from the top of the springs to the bottom of the body, causing excessive swinging, jerking and tilting when the vehicle was in motion.

Toward the end of the eighteenth century, carriage building became one of the most perfected trades in Europe. A carriage that was used by the Emperor Na-

poleon during part of the Russian campaign is preserved in a London museum, and is a model of convenience, comfort and strength. The French Academy of Arts encouraged the best of work in the carriage-building trade, and the vehicles built would have compared favorably with the work of to-day.

When attempts were first made to apply steam to the propulsion of vehicles on common roads the carriages used for the purpose were models of strength and lightness. The carriage or its propelling mechanism was in no way responsible for the failure of the first automobiles.

The first passenger cars used upon American railways were road-carriage bodies placed upon frames carried by flanged wheels. The pioneer American railway engineers not being hampered by the necessity of adhering to ancient forms, soon discovered that the road coach was not adapted to railroad track and they devised a car suitable for the purpose, and from it developed the modern passenger car. In Europe they worked on the line of developing the road coach to suit railway conditions, and it resulted in what is known as the compartment carriage. That is now gradually disappearing and the American style of car is taking its place.

Sensible Automobile Rules

The views of ex-President Scarrin, of the Automobile Club of America, are always practical and conservative. The following are a few rules he wishes to have established:

First—Let every driver of a car receive a certificate of license from the Secretary of State. On conviction, in addition to other penalties, for a first offense, let the certificate be revoked for a period of fifteen days, the trial magistrate indorsing on the certificate such revocation. For a second offense, a revocation of thirty days, and for a third offense, a revocation for one year and imprisonment. For the rich owner to be deprived of the use of his car in this way would be most humiliating. Every driver of a motor car realizes that the chief pleasure of motoring is in driving one's own car. The rich culprit would be exceedingly careful not to lay himself liable to a second or third conviction. In the case of conviction of a reckless chauffeur he would be out of employment, and his means of livelihood taken from him, so that he, the most prolific source of trouble, would have strong reason for not getting into difficulty. The sentiment of the entire community would back up such a law as this.

Second—Public garages should be under the supervision of the law.

(a) They should be required to take out a license.

(b) To keep a record of each machine,