

THE AUTOCAR

A Journal published in the interests of the mechanically propelled road carriage.

EDITED BY H. WALTER STANER.

No. 352. VOL. IX.]

SATURDAY, JULY 26TH, 1902.

[PRICE 3D.

THE AUTOCAR.

EDITORIAL OFFICES:

COVENTRY.

PUBLISHING OFFICES:

3, ST. BRIDE STREET, LUDGATE CIRCUS, LONDON, E.C.

CONTENTS.

NOTES: WAKE UP ENGLAND—MOTOR MATTERS IN NEW SOUTH WALES—THE DUST PROBLEM—A LITTLE KNOWLEDGE, ETC.	
A REGISTRATION CHAMPION	75-76
A HANDSOME CAR (illustrated)	77
LORD WARWICK'S 22 H.P. WOLSELEY (illustrated)	77
A NIGHT DRIVE FROM PARIS (illustrated)	78
NOTTINGHAM AND DISTRICT AUTOMOBILE CLUB (illustrated)	79
NEW CONDENSERS (illustrated)	80
THE NEW BLERIOT ELLIPTIQUE LAMP (illustrated)	80
THE QUESTION OF TYRES (illustrated)	81
THE PREMIER'S NEW CAR (illustrated)	82
END TO END ON A WERNER MOTOR BICYCLE	82
END TO END ON A 5 H.P. DE DION (illustrated)	83
A STRANGE ACCIDENT (illustrated)	84
CONTINENTAL NOTES AND NEWS: THE LAFREY HILL-CLIMBING TRIALS—CLIMBING MONT CENIS—RESULTS OF THE PARIS- VIENNA RACE	85-87
A CONVERT TO AUTOMOBILISM (illustrated)	86
A TOURING PANHARD IN SUSSEX (illustrated)	86
AN AGRICULTURAL MOTOR (illustrated)	87
CORRESPONDENCE: GEARS—CRANKSHAFTS—NUMBERING OF AUTOMOBILES—EXPERIENCES ON A 5 H.P. SWIFT—A SPECIAL ROAD FOR AUTOCARISTS—TIMING BY POLICEMEN	88-89
AN AUTOCAR WEDDING (illustrated)	89
FLASHES	90-93
A GOOD TOURING CAR (illustrated)	90
THE 45 H.P. WOLSELEY RACER (illustrated)	91
THE GORDON-BENNETT TYRES (illustrated)	93
THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS' LUNCH	
MR. S. F. EDGE	94
A MOTOR CAR PURCHASE DISPUTE	96
ACTION AGAINST EARL DE LA WARR	96
ANSWERS TO CORRESPONDENTS	96
BANQUET TO THE WINNERS OF THE GORDON-BENNETT CUP	
A MILLIONAIRE'S FAMILY (illustrated)	98

COLONIAL AND FOREIGN EDITION.

IN ADDITION TO THE USUAL EDITION OF "THE AUTOCAR," A SPECIAL THIN EDITION IS PUBLISHED EACH WEEK FOR CIRCULATION ABROAD. THE ENGLISH AND FOREIGN RATIS WILL BE FOUND ON THE LAST PAGE. ORDERS WITH REMITTANCE SHOULD BE ADDRESSED "THE AUTOCAR," COVENTRY.

The Autocar can be obtained abroad from the following:

AUSTRALIA: Phillips, Ormonde, and Co., 533, Collins Street, Melbourne.

FRANCE: Nice, Levant, and Chevalier, 50, Quai St. Jean Baptiste.

UNITED STATES: The International News Agency, New York.

Notes

"Wake up, England!"

Manufacturers who may, if they choose to study the requirements of automobile constructors, supply the latter with several parts and accessories, which now have to be purchased abroad, should read the too sparsely rendered *precis*, published elsewhere, of the speech made by Mr. S. F. Edge in returning thanks to the toast of his health at the lunch to which he was entertained at the Hotel Cecil on Tuesday last by the Society of Motor Manufacturers and Traders. Although it must wound the

susceptibilities of any Englishman to hear that firms in this country keen enough and sporting enough to make large and, very possibly, non-productive outlays in the construction of crack automobiles for competition, experience the greatest difficulties in obtaining parts and fittings of English manufacture, the adoption of which militates severely against their chances in the strife, yet on the other hand some crumbs of comfort are discoverable in the announcement that in radiators, springs, and tyres Mr. Napier found the home products all that he could desire. It would appear to be in such necessary fittings as induction coils, forced feed lubricators, and forged axles that we lag behind our foreign rivals. Let us hope, then, that Mr. Edge's pointers will cause manufacturers, who could, an they would, turn out satisfactory articles of this nature, to turn their attention thereto without delay, so that the English firms contemplating the construction of speed cars to run for the Gordon-Bennett cup next year may be less hampered than the Napier and Wolseley firms have been this year.

Motor Matters in New South Wales.

Motors have not become as numerous as might be expected in this part of the world, although during the present severe drought, when the mails to various inland towns have had to be suspended on account of scarcity of feed for the horses, autocars could have come to the rescue if satisfactory machines had been at hand to take up the running. Some of the roads are in every way suitable, and if only a few enterprising people would take up automobilism, the cars would soon become popular. We believe the trouble has been that the farmers regard or seem to look upon this new mode of travelling as being opposed to their interests, and cannot tolerate the sight of a motor car, and we have it on the authority of Messrs. Innes and Mills, cycle and motor engineers, of Sydney, that the only firm in New South Wales which took up an agency for cars evidently went into the business with their eyes shut, and imported certain rather crude American articles, and trusted to their advertising to secure good sales. So far their mistaken enterprise has proved far from successful, the sales being poor, owing to the failure of the cars to give satisfaction. We learn that two other firms who went into the automobile business in a small way have also given it up. Messrs. Innes and Mills inform us, however, that they have sold about sixteen machines, including six motor bicycles, six quads and tricycles, and four cars; of the latter, one is a Pieper, which has run some thousands of miles, and is still doing good work. The firm, who expect to land a Wolseley and a Stirling in a few weeks' time, seem to have made up their minds to secure a fair share

of the motor trade. They have just finished a small American buggy, with a $2\frac{1}{4}$ h.p. De Dion water-cooled engine, and the little machine runs round about the city, and is greatly admired. They are also fitting up small boats with $2\frac{1}{4}$ h.p. De Dion engines with success, one of the latest orders being fitted in a boat for the Naval Department. Messrs. Innes and Mills tell us they have just purchased a Winton motor car of 8 h.p., and reconstructed it; the American carburetter has been altered to Longuemare, and De Dion ignition substituted for the Winton type. The car now runs very satisfactorily, and on a much smaller consumption of petrol. There is not the slightest doubt but that a good firm with up-to-date and reliable cars could do good business in New South Wales, although the new Commonwealth tariff of twenty per cent. *ad valorem* has to be faced.

The Dust Problem.

Granted that the dust nuisance is a most difficult one to overcome, it is very clear that all motorists do not adopt those few preventive measures which are at least within the reach of all. On a recent dusty day we noticed a medium-sized car travelling towards us, and although the pace was but slow, we were amazed at the huge cloud of dust raised, and which completely covered the wide main road over which the car was travelling for quite a long way back. We looked for the cause, and found it to be so simple, and so obvious, that one could not but be surprised at the thoughtlessness of the driver. The mudguards of the back wheels were brought down in conformation with the wheels to a point which would appear to prevent any mud whatever from splashing on to the car. So far so good, but from this point, however, each guard had been fitted with a long flap, which almost scraped the road as the car went along. Needless to point out, these flaps as the car moved simply fanned the dust up in huge clouds, even though, as we say, the pace was but a moderate twelve miles an hour. In fact, the dust stirred by this car was more than is usually raised by a much larger car of double the horse-power, and moving at twice the pace. Even granted that the flaps may have been necessary in very muddy weather, the fact remains that they were not necessary in the dust, and should have been turned up so as not to cause such inconvenience to all other users of the road.

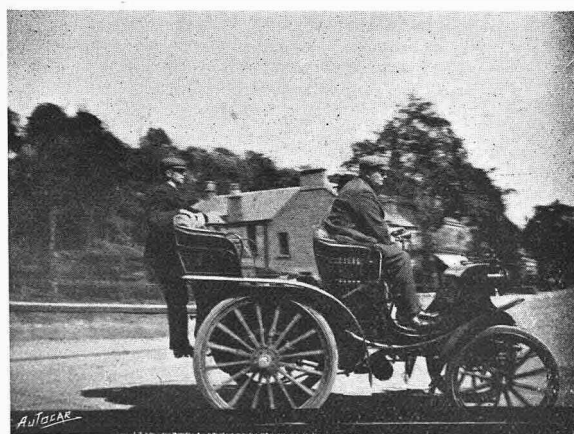
"A little knowledge, etc."

In referring to the complimentary lunch given to Mr. S. F. Edge by the Society of Motor Manufacturers and Traders on Tuesday last, the *Daily Telegraph*, of the 23rd inst., falls into a most egregious error. The paragraph is headed "The Paris-Vienna Motor Race," and in the opening sentence Mr. S. F. Edge is credited with winning the Paris-Vienna race on a Napier car. One would imagine that so great an authority on matters on, above, and below the earth, as the *Daily Telegraph*, would have learned by this time that the victory achieved by Mr. Edge was in the competition for the Gordon-Bennett cup, which started at Champigny and ended at Innsbruck, as reported in their own columns on the day following the race. Their paragraph of July 23rd will give an opportunity to the Chauvinistic French jour-

nals to point the finger of scorn at a great English organ attempting to claim honour and glory for an English automobilist and an English automobile to which neither has any sort of claim. For the information of the *Daily Telegraph*, we would point out that Mr. Edge, although defeated in the Paris-Vienna race, was by no means disgraced, as he finished fifteenth in a total number of eighty vehicles which ultimately reached Vienna. In the class of carriages weighing over 650 kilogs. and under 1,000 kilogs., Mr. Edge finished eighth in the above competition.

A Registration Champion.

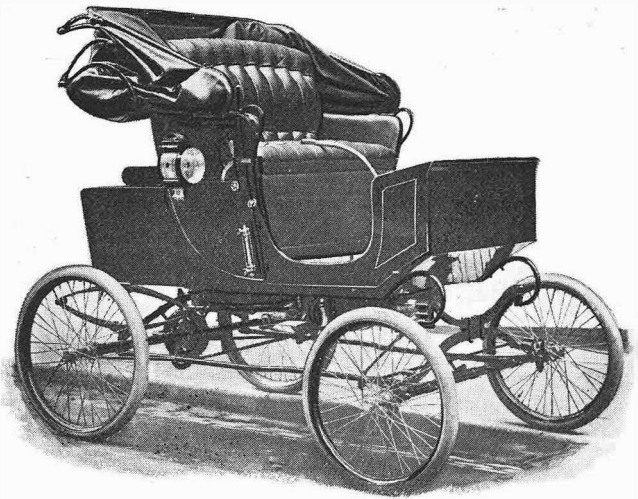
"Chaufeur," of the *Observer*, is never remarkable either for the value of his opinions or the correctness of his automobile knowledge, so that his ordered comments upon the criticisms to which we lately subjected the Hon. Jno. Scott Montagu's lamentable Bill leave our withers very much unwrung. His assertions as to our "ill-informed contentions" are absolutely of no weight or purport, seeing that we contended against the clause affording an appeal for which power already exists, as against that making the numbering and registration of automobiles legally compulsory. "Chaufeur" appears to be of opinion that the adoption of the Bill by the Legislative Committee of the Automobile Club is necessarily the last word that can be uttered on the question, but, though it may shock "Chaufeur" and those connected with him, there are actually people—and influential people—outside his mutual admiration society who do not regard the pronouncements of "Chaufeur" or Mr. Jno. Scott Montagu, M.P., or the Legislative Committee of the A.C.G.B. and I., or the A.C.G.B. and I. itself, as either wholly wise or entirely final in this matter. We urgently advised all automobilists not lashed to equal chariot wheels with "Chaufeur" to oppose tooth and nail the insertion of any clause or clauses in any Bill which will (1) provide for the dangerous and irritating registration and numbering, and (2) the appeal from one set of prejudiced people to another, viz., from a Bench of Magistrates to Quarter Sessions.



The Lord Chief Justice Clerk of Scotland (Sir J. H. Macdonald) on his Delahaye.

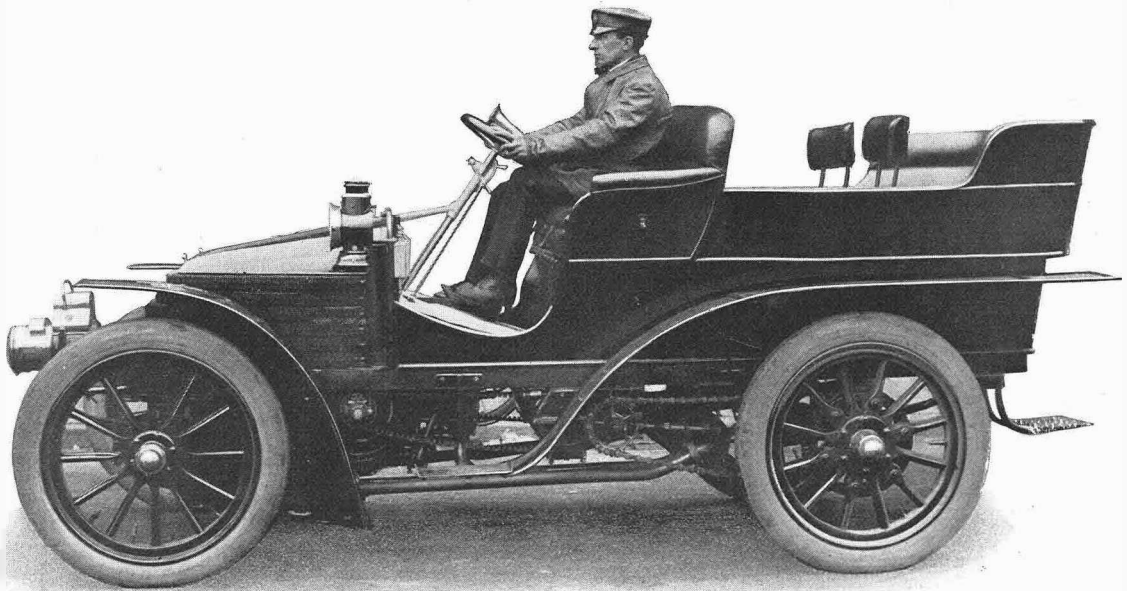
A HANDSOME CAR.

The accompanying illustration of the new Weston Victoria Modèle de Luxe, a consignment of which has just been received at the Weston Motors, Ltd., 14, Mortimer Street, W., is the finest model yet shown by this firm, and has recently been improved. The water and petrol capacity has been considerably enlarged, while the body and springs are made very much heavier. A concealed tool rack in the let-down panel has been fitted, so that every tool can be kept in its proper place. The firm's new box dashboard replaces the ordinary splashboard, and is very convenient and light. Heavier engines and heavy roller chains are also new features, and spring cushions have been adopted. Throughout the carriage and upholstery finish is remarkable in connection with imported vehicles—indeed, it may be said to compare with the best English finish. This car, too, possesses a specially long wheelbase and gauge, and is so well sprung that its hanging reminds us of the comfort experienced in the old-fashioned C



sprung barouches of our forbears. The vehicle is remarkably comfortable over rough roads.

LORD WARWICK'S 22 H.P. WOLSELEY.



The British Automobile Commercial Syndicate have just made arrangements to open a clothing department, and in the course of a fortnight's time they will be able to supply practically everything that is required in this connection.

* * *

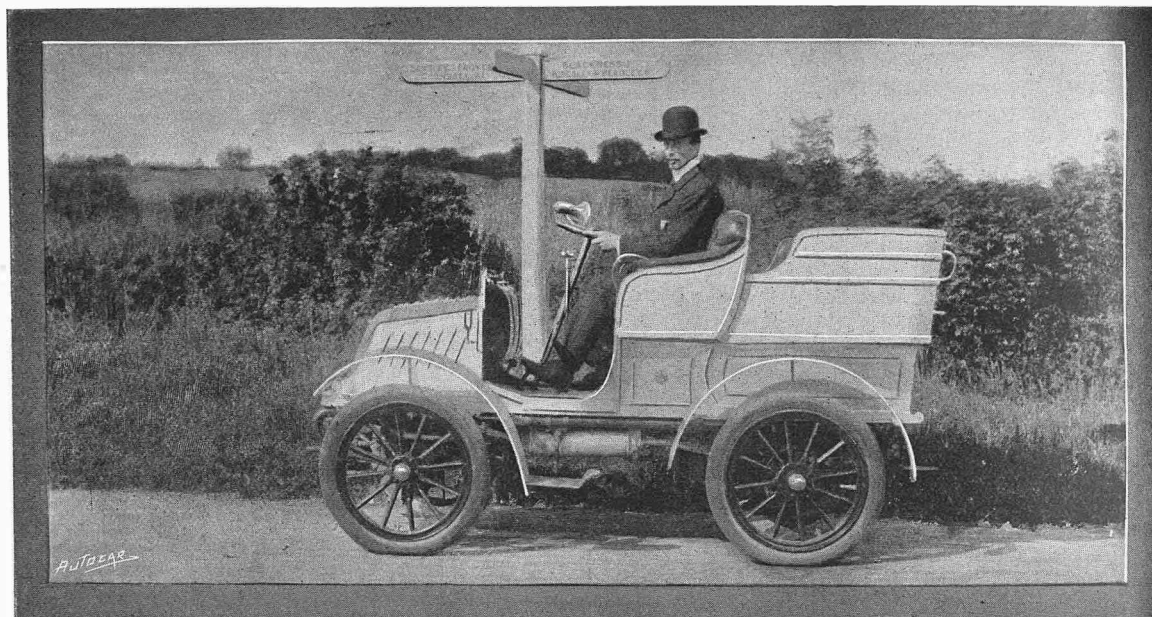
The King of the Belgians, Baron Pierre de Croy, the enthusiastic president of the Automobile Club of Belgium, and the Prince de Ligne are delighted with the Germain cars which they have lately purchased.

Messrs. Friswell, Ltd., inform us that at a board meeting held on the 17th of this month the interim dividend of ten per cent. on the ordinary shares and six per cent. on the preference shares was declared and paid.

* * *

The "White Ghost," a fifty horse-powered car, with a top speed of ninety miles an hour, was in London on Monday surrounded by an admiring crowd. The "monster motor" is on its way to America in charge of M. Paul Demy.

A NIGHT DRIVE FROM PARIS.



The car, a new 8 h.p., was to be delivered in England by a certain date, and it was determined to drive it down to Dieppe by night. H——, the writer, and a chauffeur (who was by way of knowing all about cars, and this one in particular, but who didn't) left Paris about 7.30 p.m., and began operations by being "run in" in the Bois de Boulogne for furious driving. They have a system of scout police on cycles in the Bois, and as six miles an hour is the speed allowed, those police are kept pretty busy; but the fine is only one franc, and the costs about six francs, and, therefore, as H—— informed me, it was worth risking it for, say, twenty times to be caught once. Everyone was most polite, and the police and the captured "crew" smiled at each other at the absurdity of it, and away we went.

Petrol, or "essence," as it is called in France, was taken outside the gates, as it is much cheaper than inside, owing to the octroi or duty imposed.

Two or three peals of thunder warned us of what was to come, and it suddenly grew most extraordinarily dark, but we held on all right to St. Germain, where the rain began, with large flashes of distant lightning. Three miles from St. Germain it began to rain "in buckets," and H—— was for returning to Paris. However, we held on for another mile, but then absolutely had to stop and beg for refuge in the hut of a *douanier*, or customs official. We left the car at the door, and stood, four of us, in a hut about 4ft. by 5ft., with tremendous rain going on outside, and the unfortunate car calmly left to its fate in the middle of it. This was in reality only a foretaste of the storm, so when it suddenly stopped, after I had used my persuasive powers for going on with the run, we started again. (Incidentally I left the horn at the hut, and we had perforce to run through the night without one.) Three miles out the storm came on worse than ever, with heavy hail, thunder claps on all

sides, and forked lightning in three places at once. No possibility of shelter, so we just held on, and hoped the car would also! It was strange riding, because in the flashes one could see the whole country lit up, but between flashes it was pitch dark, and hardly possible to see the road owing to the driving rain and hail. But we got to Mantes (thirty miles or so away) about 10 p.m., went to a *café* and had supper, and were advised not to attempt to proceed on such a night, but we left at 11.35, when the rain had almost ceased, and held on to Vernon, with only the *contretemps* (1) of the car failing to mount a very steep hill, owing to the state of the road, and (2) nearly running into a pair of railway gates which had no lights on them. The sun rose about 3.45 a.m., giving us a most magnificent view (we were 300ft. or 400ft. high) overlooking the Seine Valley, with Rouen in the distance; but our tank was dangerously low, and how were we to get any water? No ponds anywhere. A well was seen in a garden passing through a village, but on attempting to get at it some dogs came for us; that, however, woke up a friendly peasant, who gave us water, not seeming at all annoyed at being aroused at the hour of 3.50 a.m., and we then proceeded to Rouen, which was reached at 5 a.m. No breakfast was to be had there, or even a cup of coffee, though the early dock labourers were about, and the trams running. We kept straight on for Dieppe (distant thirty-five miles), running through beautiful country. It was a fine morning (as a reward for having stuck to it, presumably), with the chauffeur snoring peacefully in the tonneau behind. That chauffeur could not adjust the clutch when, as will happen with a new car, it began to slip, but, except for that, the car behaved splendidly throughout, the weather seeming to make no impression on it. As those storms were reported as being the heaviest Paris had experienced for years, it certainly felt weird being in a car in the wilds in such weather

that the beat of the engine could not be heard! Dieppe was reached at 7.20, and, except for our dirty faces and a little sleepiness, we were none the worse, and had actually enjoyed the novelty. H—— and the chauffeur returned to Paris, and the writer

shipped the car and was off to Newhaven by the midday boat, and thus the car was delivered to time. Our lamps, ordinary paraffin, never went out, and we were never bothered by side-slip, as the roads were too wet.
E. ELLIOT PYLE.

NOTTINGHAM AND DISTRICT AUTOMOBILE CLUB.

Run to Melton Mowbray.



An imposing array of cars which attended the run.

The little town of Melton Mowbray, famous as a hunting centre, was stirred to its depths on Saturday last by the unique spectacle of twenty motor cars "processioning" to the residence of Col. Lionel L. Powell. Col. Powell is one of the most enthusiastic of automobilists, and since he joined the Nottingham organisation has taken the keenest interest in its progress. In his various capacities as volunteer officer, medical man, and all-round sportsman, he is universally popular and esteemed by all classes. His invitation therefore to his fellow members to "tea and tennis" resulted in a record gathering of Nottingham automobilists.

The "meet" was arranged near to Melton, and by 4 p.m. the following cars lined up. The president (R. M. Knowles, Esq., J.P.) in his Serpollet; the three vice-presidents, Messrs. E. W. Wells (on his new 12 h.p. Daimler, driven straight from Coventry to the meet), G. H. Kirk (12 h.p. Peugeot), and G. Cowen (6 h.p. Progress). Of the committee there were present Messrs. S. Harvey (4½ h.p. Renault), R. Harbidge (6 h.p. Progress), R. Cripps (Baby Peugeot), M. Ross Browne (on Mr. Belcher's car), H. Rimington (12 h.p. Bridford Daimler), W. D. Wells (on the new Daimler), and A. R. Atkey, hon. sec. (8 h.p. De Dion). Of the ordinary members there were Messrs. H. Belcher (12 h.p. Humber), Ward (8 h.p. Humber), R. R. Latham (8 h.p. Progress), C. H. Guest (8 h.p. De Dion), T. W. Hardstaff (4½ h.p. De Dion), A. F. Houghton (8 h.p. De Dion), C. L. Stevens (6 h.p. Darracq), R. M. Wright, of Lincoln (8 h.p. Humber), and H. W. Bartleet (5 h.p. Clément). An added item of interest was provided by the appearance of the esteemed Automobile Club secretary, Mr. Claude Johnson, who, happening to be in Nottingham, joined in the club run.

An imposing entry was made into Melton, the police very courteously assisting by keeping a clear course. Turning into Dr. Powell's grounds, the cars

were driven into a large field, where they were quite cleverly manœuvred into line, as shown in the accompanying photograph. After a somewhat protracted attack of camera, the party proceeded to the spacious grounds attached to Colonel Powell's residence, where, "neath the shade of the sheltering palm" (as the poet would describe it) Mrs. Powell held sway, and with the assistance of Miss Powell and other friends, dispensed most charming hospitality. A visit to the church, a game at tennis, a "run up" at lawn skittles, a free indulgence in "petrol" talk, a state of *laissez-faire*, were items which, according to individual taste, made up an afternoon's enjoyment, thoroughly appreciated by all who were privileged to be present.

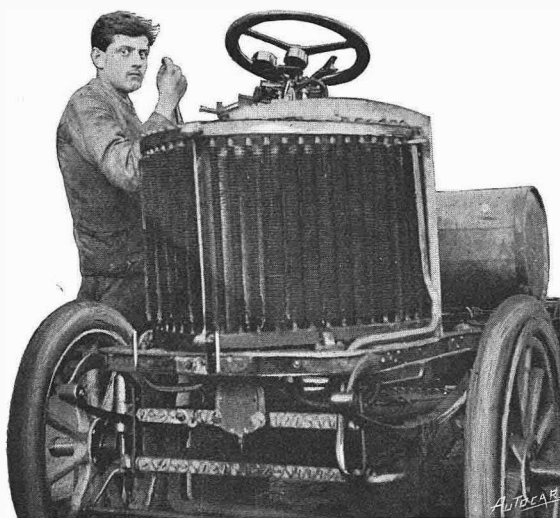
At the call of time Mr. E. W. Wells moved a hearty vote of thanks to Col. and Mrs. Powell for their kindness and hospitality to the visitors. This was seconded by Mr. A. R. Atkey, and, needless to add, was carried with acclamation. The return journey was made, as the outward one had been, in most successful style, plus recollections of the happiest summer outing yet recorded in the annals of the club.

In more than one canton in Switzerland formal instructions have been given to the police that when an automobilist does not slow down and submit to be arrested, the next police station along his route shall be warned by telephone, and obstacles placed in the road to arrest his progress. Sweet, very!

Acting on our suggestion of last week that it would be a good thing if a new washer was given with every sparking plug when sold, the United Motor Industries, Ltd., have decided in future to send out a washer with every sparking plug they sell. This will practically mean a gift to the value of many pounds to automobile users. The firm have always adopted this plan with the Reclus plug.

NEW CONDENSERS.

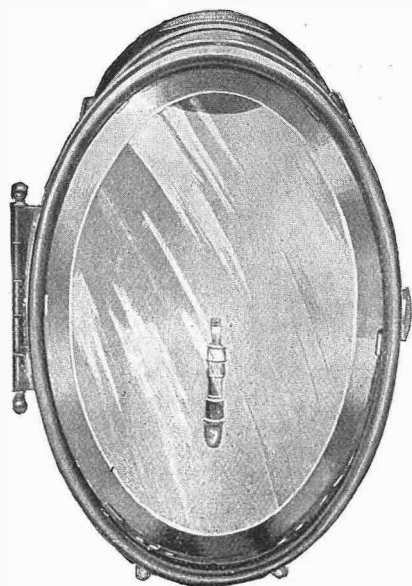
Until recently it has been impossible to use condensers with radiating flanges on the Gardner-Serpollet cars, owing to the very high superheat obtained with the Serpollet generator. However, this



has now been overcome by that brilliant inventor, Mons. Serpollet, and in future all the best models will have two rows of condensers converging under the car, with the remainder around the water tank arranged after the fashion of the bonnet of a petrol car.

THE NEW BLERIOT ELLIPTIQUE LAMP.

Messrs. Bleriot, the manufacturers of the celebrated lamps of that name, have just brought out a new lamp called the "Elliptique," which should rapidly supersede their previous models. Our illus-

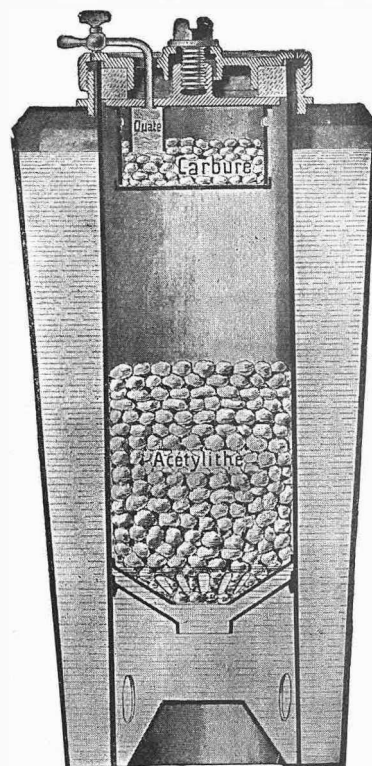


tration shows the neatness and elegance of the new lamp, but it must be really closely examined to judge all the numerous improvements which have been brought together to produce it.

The lamp is made entirely of solid brass, plated or not according to taste the reflector, which is of

pure nickel, throws a brilliant light in front of the car, and even small obstacles can be seen at two hundred yards. The generator is also greatly improved. It is made of cer cal, and placed in a similarly-shaped box, so that it cannot possibly rattle when in position. Its working is on the well-known principle of the old Bleriot lamp, but the details, as shown by the section here illustrated, are simpler.

As in previous models, there is no danger of explosion, and it is specially designed to use "acetylithe," with which the gas can be frequently turned



off and relighted without any appreciable loss, but it has now the advantage that it can also be used with ordinary calcium carbide if at any time the user runs short of acetylithe, and this is done by simply removing the false bottom of the acetylithe recipient and partly stopping the hole of the fixed bottom with a rubber ring and a piece of cane.

We may add that the new lamp, which is an ornament to any car, can be seen at the Bleriot London depot, 54, Long Acre.

Two autocars are now carrying passengers between Bulawayo and the outlying districts.

* * *

The dog days. The editor of *Black and White* recently paid a fine of £5 at Kingston on the allegation of furiously driving an autocar, whereby a dog was killed; but, said a witness, if the deceased had stood still it would have escaped uninjured. Then the poor witness was promptly informed by the chairman that "a dog has as much right to the highway as you have." In the exercise of this alleged right, if a reckless canine decides to embrace an autocar's moving wheel the wheel is not responsible for results.

THE QUESTION OF TYRES.

It is after the purchase of a car and its considerable use that the owner has it borne in upon him that there is the question of tyres which must have his attention. Upon examination and enquiry he finds it is far from a little matter, for it looks as if one, if not two, new covers to his driving wheels are a necessity. The treads are badly cut, and in one or two parts show signs of skidding by brake applications on unsympathetic surfaces, so that the fabric liner shows much too near the surface to inspire confidence. The fabric liner itself, the walls of the covers, and the stiffened edges which lock under the rim are all in good condition, and fit yet for many hundreds of miles if only a fresh tread could be inexpensively and securely placed into position. The average rubber expert will say that it cannot be done, and that there is nothing for it but a new cover. The Imperial Tyre and Rubber Co., of Brooke Street, Holborn, W.C., however, are often able to put quite a different complexion upon the matter. For the last eight months or so this firm have occupied themselves with the vexed question of recovering and repairing worn motor tyres, and with such satisfactory results that they are now confidently prepared to undertake this work. The method they have adopted, although it does not exchange old tyres for new, will in the majority of cases greatly lengthen the life of a motor pneumatic tyre, which is a matter of considerable moment to the automobile owner.

The I. T. and R. Co. carry out two classes of repairs to covers, but we will refer specially to those effected on heavy vehicle tyres. It is admitted that it is often useless to endeavour to attach rubber treads to old and worn covers by solutioning. That has been tried, and found to be unsatisfactory. The tyres get warm when running, the heat loosens the solution, the tread unsticks itself, and the last state of that cover is worse than that of pre-repair. So the I.T. and R. Co. take paste rubber, mixed with enough sulphur to ensure good vulcanisation at the temperature to which the cover shall presently be subjected, and having thoroughly cleaned the cover and repaired and strengthened the fabric where necessary, they lay and form the rubber paste on to the old cover in any desired thickness to form the new tread. The cover is then mounted on a mandrel, and bound round and

round spirally with linen bands, the rubber paste being subjected to considerable pressure in the process. The cover mandrel, etc., is then placed in the vulcaniser and subjected for a sufficient period to a temperature of about 250° F., which vulcanises the newly-formed tread, and secures it to the outer surface of the old cover by incorporating it therewith. Care is taken to protect the walls of the cover, which have not been covered with the layer of rubber paste from injury by heat, for it is admitted that rubber will only stand vulcanising once. To strengthen the new tread and improve the job a circumferential strip of fabric is introduced in the building up of the tread about the

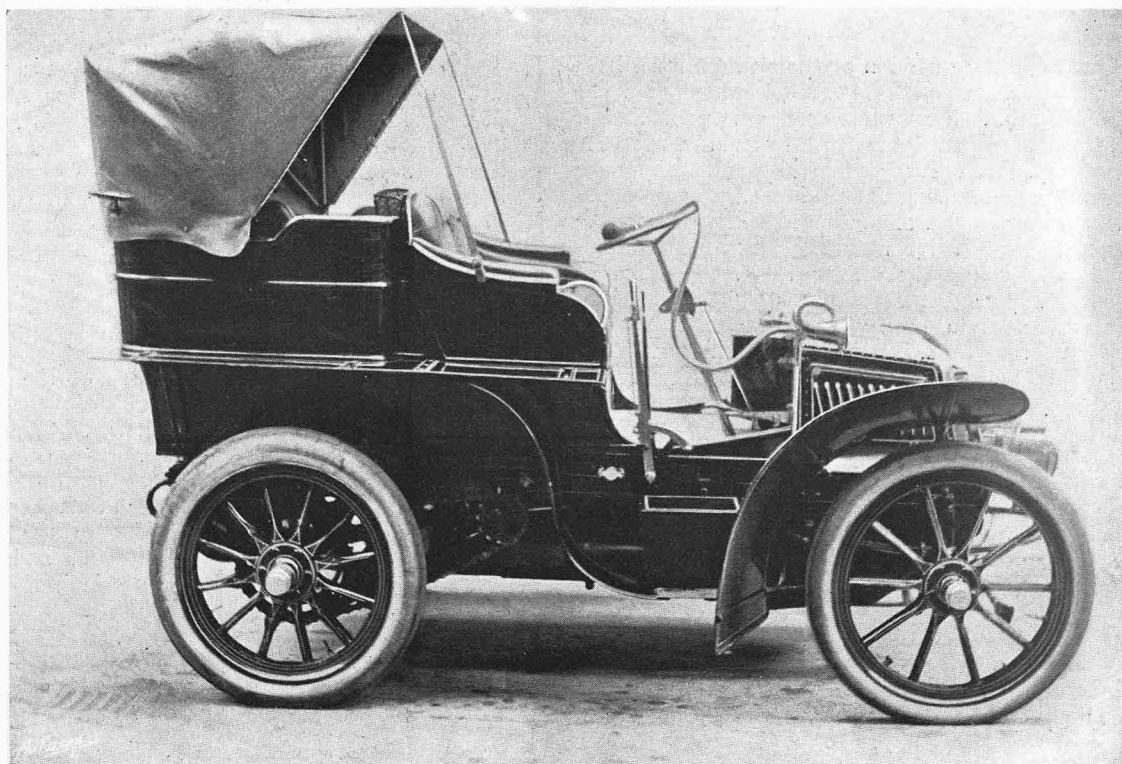
centre of the thickness of the new material. We have inspected some sections of old covers which have been subjected to the above treatment, and there is no doubt whatever that the new tread becomes part and parcel of the old cover. It is obvious, of course, that any portion of a cover can be repaired in this way, and as with pneumatic motor tyres as with other things, a stitch in time saves nine, attention in this regard will assuredly vastly lengthen the life of a cover at comparatively small expense. Moreover, the cover owner can have his new tread as thick or as thin as his experi-



ence prompts or his pocket allows. Covers dealt with as we have described look almost equal to new. The accompanying illustration of a cover before and after treatment by the I. R. and T. Co. supports this statement. Automobilists who are in despair at the condition of their covers should take them for consultation or send them for advice to this firm.

It appears from a letter to hand from Mr. F. Parker, motor engineer, of Slough, that we have to thank the selfish and callous automobilist who drives at high speeds through the town for the trouble and annoyance that is experienced when driving through Slough. And Mr. Parker says that, had cars been driven through Slough at a reasonable rate, no trouble would have arisen with the police at that place, who are a most reasonable and decent set of men, and quite innocent of the motorphobia which distinguishes their brethren of Surrey, Sussex, and Hants.

THE PREMIER'S NEW CAR.



The Motor Power Co., of 14, New Burlington Street, Regent Street, W., have just supplied the Right Hon. A. J. Balfour with a 9 h.p. Napier carriage, of which we give an illustration. The car is a standard chassis, but is fitted with 120 mm. tyres on the back wheels, instead of the usual 90 mm. The front seat is of the ordinary

phaeton type, but the back portion of the carriage has been built specially to the Premier's own design. The whole of it is removable, and luggage can be carried there. The seating accommodation inside will hold five people, although in outward appearance it resembles a high tonneau. The hood has been specially fitted to protect the passengers from dust.

END TO END ON A WERNER MOTOR BICYCLE.

We learn with pleasure that Mr. Ernest H. Arnott has just accomplished what is generally recognised as the severest practical test to which a motor bicycle can be put in this country, namely, the run from Land's End to John-o'-Groat's. Mr. Arnott, riding a standard Werner motor bicycle of the latest type, left Land's End on the 13th inst. at five minutes to three in the morning, and reached John-o'-Groat's House on the 15th inst., at twenty minutes to nine in the evening. He holds signatures at various places throughout the route, by which the genuineness of his ride can be thoroughly substantiated. His full time for the journey was two days seventeen hours forty-five minutes, and if the stoppages made at hotels for sleep and refreshments, as per the schedule below, are deducted, it will be seen that the actual riding time, including all halts on the road for tyre repairs, runs out at forty-seven hours ten minutes for the 888 miles. This shows an average speed of 18.82 miles per hour for the whole journey, a most creditable and, we may say, wonderful performance. Mr. Arnott assures us that he made no adjustment to the machine whatsoever throughout the entire run, except an occasional

twisting of the belt to tighten same, even the same sparking plug (a genuine De Dion) being used right through, while the adjustment of the contact breaker was found to be as perfect at the finish as at the start of the ride. Two punctures delayed him seventy minutes on the road, and this halt is included in the riding time mentioned above. We congratulate Werner Motors, Ltd., on the fact that the Werner motor bicycle is the first machine to succeed in accomplishing this very trying journey, and not only so, but accomplishing it in such a marvellously short space of time. The roads were wet and greasy in parts north of Kendal.

13th July.—Left Land's End at 2.55 a.m.; arrived at Bridgwater at 10.45 a.m. Left Bridgwater at 11.55 a.m.; arrived at Whitchurch (Shropshire) at 7.30 p.m.

14th July.—Left Whitchurch at 3 a.m.; arrived at Carlisle at 11.15 a.m. Left Carlisle at 1.10 p.m.; arrived at Granton at 6.30 p.m. Left Granton at 7.15 p.m.; arrived at Perth at 9.30 p.m.

15th July.—Left Perth at 2.55 a.m.; arrived at Tain at 12.20 p.m. Left Tain at 2 p.m.; arrived at John-o'-Groat's at 8.40 p.m.

END TO END ON A 9 H.P. DE DION.

FINE DRIVE BY I. W. STOCKS.



The "record" car Stocks at the helm.

First Day.

As briefly intimated in our issue of last week, Mr. J. W. Stocks, accompanied by Mr. Roger Fuller, made a most successful and satisfactory run last week between Land's End and John-o'-Groat's, following the well-known record course throughout. The car driven, of which we are able to give an illustration, with Mr. J. W. Stocks at the wheel, was one of the new 9 h.p. single-cylinder De Dion cars, with light body accommodating two passengers. The engine has a stroke of 120 mm., with cylinder bore 100 mm., the remainder of the driving mechanism being of the well-known De Dion type throughout. The *voyageurs* set out from the Land's End at 2.55 a.m. on Sunday, 13th inst., driving to a carefully-prepared schedule of times. They passed through Penzance (10 miles) at 3.30 a.m., Bodmin (58 miles) at 5.45, Launceston (80 miles) 6.48, Exeter (120 miles) 9 a.m., Taunton (154 miles) 10.30, Bristol (198 miles) 1.30 p.m., Gloucester (232 miles) 3.3 p.m., Worcester (258 miles) 4.15 p.m., and Whitechurch (224 miles) 7.22 p.m. Here they were 2h. 8m. ahead of their schedule, and stopped for the night, the only previous stop having been made at Bridgewater at 11 a.m., where they halted fifty-five minutes for food and petrol. They had only encountered two carts between Land's End and Exeter, had had good running to Bristol with a stiff climb at Cross, and fine roads on to Whitechurch.

Second Day.

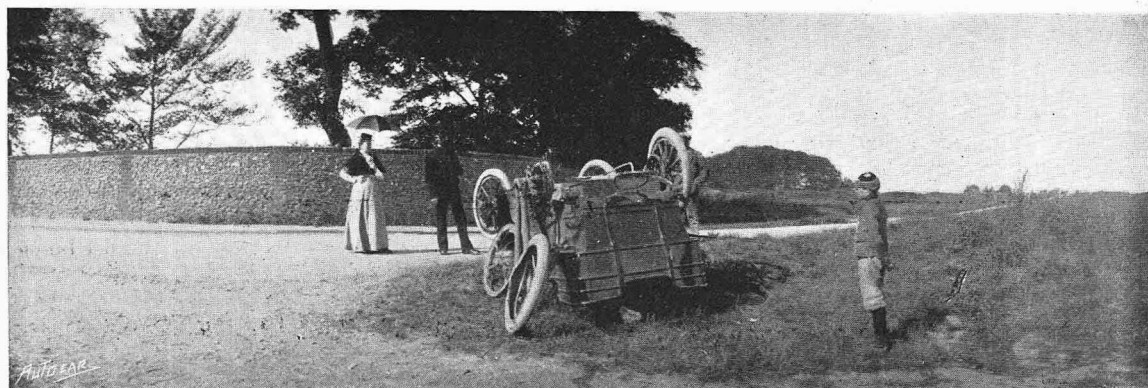
On Monday Whitechurch was left at 3 a.m., and the road taken through Warrington (358 miles) at 4.30 a.m., Preston (387 miles) 6 a.m., Lancaster (409 miles) 7.15 a.m., Shap (447 miles) 9.50 a.m., Carlisle (475 miles) 11.10 a.m., Lockerbie (500 miles) 1.35 p.m., Crawford Inn (537 miles) 2.57 p.m., Edinburgh (571 miles) 6.10 p.m., Granton Ferry 6.30 p.m., Burntisland 7.15 p.m., and Perth (613 miles) 9.25 p.m. Here a halt was called until 11 p.m. During the day's run Mr. Neason, the well-known cycle road-

rider, had most kindly left Liverpool at 2.30 a.m. and met the automobilists south of Warrington for the purpose of piloting them through that badly-cobbled town and setting them squarely upon their journey north. The climb up Shap Fell was made through driving rain, a thick white mist being run into on the summit, but the descent on the Penrith side was made in clear weather and over excellent surfaces, which obtained all the way to Carlisle. At the Border city Mr. Carr was found ready and eager to look after the travellers, and here it was that the starting handle seized, and was thrown away, whereafter, whenever the engine had to be started, the car was pushed by Stocks and Mr. Fuller. After leaving Crawford Inn the route was lost over the Pentland Hills, with the result that twenty minutes were lost on the schedule, of which they had twenty-eight minutes advantage when passing Crawford Inn. After leaving Auld Reekie they punctured badly, and were obliged to stop to change a cover. Mr. Dempsey, of Eden, piloted them to Granton Ferry, where they caught the 7.15 boat, finding it very easy to run the car on and off same. Indeed, Mr. Fuller tells us that this can be done with facility at any state of the tide. Reaching Perth, the Salutation Hotel was their objective, where petrol and dinner were obtained, and it was here the resolve to abjure further sleep and to drive on through the night over the Grampians was taken. Perth was left at 11 p.m., and the Grampians crossed in heavy rain and mist, the road being most difficult to make out. At 1.30 a.m. they stopped an hour for breakfast, and after Inverness heavy rain was again encountered, lasting until Beaulieu (710 miles) was reached at 8.12 a.m. At Tain petrol was taken on board, necessitating a halt of thirty-two minutes, and immediately upon quitting this place the first and only divergence from the cyclists' route was made. Cyclists cross the river here by the Meikle Ferry, but this is not practicable for automobilists, who must consequently run eleven miles

up and thirteen miles down stream over horrible roads to regain the road proper. Helmsdale was gained at 1.44 p.m. (831 miles), and after this the time annihilators drove through part of Caithness and Sutherlandshire, between the last-named place and Berriedale (843 miles), by 2.40 p.m. The Ord of Caithness was then surmounted in capital style, Latheron (854 miles) being gained at 3.15 p.m., Wick (869 miles) at 4.20 p.m., and John-o'-Groat's (888 miles) at 5.20 p.m., much to the joy of the travelled pair. The total time occupied in getting from End to End was two days fourteen hours twenty-five minutes, including all stops, while the actual running time amounted to two days and thirty-seven minutes. Mr. Roger Fuller returned from the North by train, but Mr. Stocks drove the sturdy little car back by road, doing 19 miles on Wednesday, 137 miles on Thursday, 158 miles on Friday, 198 on Saturday,

76 on Sunday, and 134 (Lincoln to London) on Monday last. This, with the record run and 120 miles driven from Exeter to Land's End, makes a total trip of 1,730 miles, during which but three punctures were sustained. Neither engine nor gear gave any trouble throughout, and the one change of inlet valve was made unnecessarily, the missing which occasioned it being due to a dirty plug. So that Mr. A. J. Mills's magnificent single-pedalled cycle performance of three days five hours forty-nine minutes over the 888 miles, and his tandem run with T. A. Edge in 1h. 3m. faster time, no longer stand as the fastest road wheel performance over this historic course. The average speed per hour of the 9 h.p. De Dion during the actual running time works out at 18.26 miles per hour—a very fine and creditable performance. Neither Stocks nor Mr. Fuller were any the worse.

A STRANGE ACCIDENT.



A very strange accident befell five automobilists on last Sunday week. They were driving a Panhard type car of Belgian make, and having passed through Banstead, descended Boulter's Lane. This lane has a steep decline, and at the bottom is a sharp curve, from which roads branch out in various directions. It is believed the driver was not familiar with the road, and was under the impression that it continued in a fairly straight line to the railway bridge on the Brighton Road. The discovery of the turning was not expected, and made it necessary to

execute a very quick turn, with the result that the off hind wheel skidded, and the tyre coming off, the spokes were broken, and the car was overturned and much damaged. Dr. Chamberlain, who was summoned, quickly arrived on the scene of the accident, and having done all he could, the injured men were conveyed in a waggonette to the Croydon General Hospital. The place was visited on Sunday afternoon and evening by hundreds of people, of whom a good percentage were motorists and cyclists.

Probably no little portion of the dislike which so many members of county benches have for motors is due to the dust which the cars leave behind them. Much of this annoyance can be spared to non-motoring users of the road if the pace is reduced by the driver of the car as he passes or overtakes traffic, but it is often difficult to do this, as it is better in many cases to cut down the period of overtaking and passing to the lowest limit. Unless the speed is reduced to something below eight miles an hour, the dust is not much lessened, and at that speed the horse carriage one is about to pass is not left behind for a long time, and most horse drivers do not like this; they would rather have a few moments extra dust.

Johannesburg is at present without any means of public conveyance. An electric tram installation is contemplated, but to meet the difficulty meanwhile the town council recently passed a resolution requesting the Works Committee to consider and report upon the advisability of the immediate establishment of a motor car service throughout the town and suburbs. In the course of the discussion on the resolution, it was elicited that about one hundred cars would be required of a capacity of twelve persons each. The Municipal Councils of Green and Tea Points, two suburbs of Capetown, are also contemplating the employment of motor waggons for municipal service.

CONTINENTAL NOTES AND NEWS.

The Laffrey Hill-climbing Trials.

The Automobile Club Dauphinois is making a great success of its hill-climbing trials, which were held for the second time on Sunday on the famous gradient of Laffrey, situated a few miles from Grenoble. The length of the hill from Vizille is exactly four miles, and it rises steadily to an altitude of about 2,000 ft., giving an average grade of 1 in 10.53, with a maximum of 1 in 8.46. This is much steeper than any of the other hills on which trials are held in France, and as there are only two points where the gradient descends to 1 in 16 and 1 in 17 for twenty and a hundred yards respectively, the motors have to work under a maximum load for the full distance of four miles. The organising club had fixed a limit of twenty-five minutes to get to the top of the hill, and it also had the cars timed at half

the distance so as to compare the performances of the motors when they were running hot on the second part of the gradient. Of the fifty entries, twenty-eight vehicles and three motor bicycles put in an appearance on Sunday. The previous night the rain had fallen in torrents, and though the weather cleared during the day, the road was very muddy and heavy, to such an extent that the wheels frequently skidded on the surface. The performances, are, therefore, all the more remarkable, in that the race was run off under exceptionally unsatisfactory conditions. The best run was accomplished by a 20 h.p. Darracq light carriage, driven by its owner, M. Armand Mauselin, who took 3m. 13s. for the first two miles and 6m. 47s. for the second half of the climb, making ten minutes in all, which beats the record for this class of vehicle made by an 8 h.p. Peugeot last year

by more than twelve minutes. M. Léon Serpollet, with a 12 h.p. steam car, ran the winner very close, and secured first honours in the category of big vehicles by covering the first two miles in 4m. 23 3-5s., and the second in 5m. 42 3-5s., and his full time of 10m. 6 1-5s. beat the 16 h.p. Peugeot's record last year by 6m. 17s. A very remarkable performance was accomplished on a Clément motor bicycle by Derny, who covered the first half in 5m. 35 4-5s., and the second in 5m. 44s., making a total of 11m. 19 4-5s., and the only other two cyclists competing gave up before reaching the top. As a general rule, the vehicles which ran slow during the first two miles did relatively better on the second half of the climb, and this was especially the case with the voiturettes and some of the touring cars, though their full times were not so good as those of competitors who got up high speeds from the start. While the Serpollet did the best time on the top of the hill, and only beat the Clément bicycle over the final two miles by 1 3-5s., the most creditable performance among the petrol cars on this part of the course was accomplished by a 10 h.p. Clément voiturette, driven by Volatum, which covered the two miles in 5m. 30 2-5s., making 12m. 32 1-5s. for the full distance, thus beating the previous record by a 5 h.p. Georges Richard voiturette by 12m. 38s. The way in which records have been reduced by more than one-half speaks eloquently of the progress that has been made in the construction of the autocar during the past year, and though these results are only, of course, what might have been expected in view of the much

A CONVERT TO AUTOMOBILISM.

The Ras Makonnen, although at first refusing the offer of a ride in an autocar, finally allowed himself to be persuaded, and has already fallen a victim to its fascination. In the picture he is seated with the famous French military balloonists, the Brothers Renard

higher powers put into the vehicles, it is nevertheless a distinct victory for the industry that these big engines should be able to stand such an exceptionally severe test. A special category had been created for heavy industrial vehicles in the hope that a sufficient number of entries would be secured to demonstrate the efficiency of omnibuses and lorries for transport in mountainous countries, but, unfortunately, the only car competing was a 16 h.p. De Dietrich lorry, which, nevertheless, fully showed the capabilities of these vehicles by carrying a load of twenty-one passengers to the top in 1h. 16m. The following are the results according to the classification of vehicles: Large cars.—Léon Serpollet (12 h.p. Gardner-Serpollet), 10m. 6 1-5s.; Le Blon (12 h.p. Garner-Serpollet), 23m. 52 1-5s.; Bouchet (18 h.p. Gobron-Brillié running with alcohol), 24m. 40 4-5s. Light carriages.—Armand Mauselin (20 h.p. Darracq), 10m.; Hemery (20 h.p. Darracq), 10m. 21 2-5s.; Rochet (16 h.p. Rochet-Schneider), 10m. 49s.; Butinel (16 h.p. Rochet-Schneider), 12m. 11s.; Dompnet (20 h.p. Clément), 12m. 43 1-5s.; Kraetler (16 h.p. Peugeot), 13m. 6s.; Noirel (16 h.p. De Dietrich), 14m. 5 3-5s.; Tart (20 h.p. Clément), 14m. 10 4-5s.; Ollion (12 h.p. Rochet-Schneider), 16m. 6 3-5s.; Leger (20 h.p. Georges Richard), 17m. 45 3-5s. Voiturettes.—Volatum (10 h.p. Clément), 12m. 32 1-5s.; Camus (8 h.p. Teste et Moret), 34m. 16s.; De Boisse (6 h.p. Levassor-De Boisse), 35m. 35 1-5s. Motor bicycles.—Derny (Clément), 11m. 19 4-5s. Touring cars carrying four persons.—Large cars: Raymond (24 h.p. Mors), 15m. 28 1-5s.; Bary (24 h.p. Mercedes), 16m. 4-5s.; Marge (32 h.p. Rochet-Schneider), 17m. 5 2-5s.; Ribes (20 h.p. Peugeot), 18m. 45 1-5s.; Pegoud (12 h.p. Rochet-Schneider), 21m. 2 4-5s.; Caulois (12 h.p. Rochet-Schneider), 25m. 20 3-5s.; Gignoux (16 h.p. Berliet), 27m. 16s.; Berthoin (16 h.p. Rochet-Schneider), 28m. 21 2-5s.; Léon (16 h.p. De Dietrich), 52m. 53 4-5s.; Thorrand (6 h.p. Serpollet), 1h. 11m. 33s. Light carriages.—Tart (16 h.p. Clément), 16m. 4 4-5s.; Boissy (8 h.p. Peugeot), 49m. 57 3-5s. Lorry.—16 h.p. De Dietrich, 1h. 19m. 45 1-5s. The Automobile Club Dauphinois is so satisfied with the success of the trials that it has decided to offer still greater inducements to manufacturers to take part in this event, and it also hopes, by attracting foreign automobilists, to make this the most important hill-climbing contest of the year, as the Laffrey gradient certainly possesses advantages for the testing of motors that are probably not to be found elsewhere in France.

Climbing Mont Cents. 1902

The Italians do not intend to be left behind in the organising of automobile competitions, and on Sunday there will be a climbing test up Mont Cenis to the famous hospital, which looks after the welfare

of travellers in those inhospitable heights. No information has been forthcoming as to the length of the course, but as the convent is stated to be the goal, the trial must finish very close to the snow line, and if this be the case the test will be a long and severe one. The Duke of Genoa is honorary president of the committee which is carrying out arrangements, and he has offered a valuable prize; as also has Princess Lætitia, whose prize will go to the winner in the tourists' category. A large number of other prizes have been handed to the committee for distribution, but the most important is the National challenge cup, which has been subscribed for by all the different automobile clubs in Italy. This magnificent trophy is intended for the owner of the Italian-built car which does the best time over the course.

Results of the Paris-Vienna Race.

The work of compiling the returns from the different controls, comparing figures, and fixing penalties with an accuracy which shall give rise to no discussion has now been terminated, and the official returns just presented confirm those we published in the issue of July 12th giving the placings and the times for the three racing stages. The exact racing distance was 615½ miles, and the time of Marcel Renault was 15h. 47m. 43s., representing an average of forty miles an hour, which must be regarded as remarkable in view of the character of the course. His time was more than a mile an hour better than that of the winner in the big carriage class, and the average of Guillaume, the first among the voiturettes, was thirty and a half miles an hour. With only a few exceptions, all the competitors were penalised more or less for not staying their full time at the controls or for other causes, and Count Zborowski has found himself burdened with an extra thirty-six minutes, which

A TOURING PANHARD IN SUSSEX.



he attributes solely to the trouble he was put to by the Austrian customs officers, who insisted on his paying for everything he had in his car. If it had not been for this penalty he would have been first in the heavy car class and second only to Marcel Renault. In our report of the race we stated that seventy vehicles and motor cycles finished on the racecourse at the end of the Prater Strasse, and that several others turned up during the night, but these also have been officially timed, bringing the total number of competitors arriving in Vienna up to eighty. As the number of starters from Champigny was 137, the proportion of successes is extremely satisfactory, and is higher than has previously been recorded in any race of this kind, while, of course, the difficulties were enormously increased. The following are the official net times for the full racing distance of 61½ miles: Marcel Renault (Renault light carriage), 15h. 47m. 43s.; Henry Farman (Panhard et Levassor), 16h. 0m. 30s.; Edmond (Darracq light carriage), 16h. 10m. 16s.; Zborowski (Mercedes), 16h. 13m. 29s.; Maurice Farman (Panhard et Levassor), 16h. 19m. 29s.; Baras (Darracq light carriage), 17h. 4m. 52s.; Teste (Panhard et Levassor), 17h. 13m. 28s.; Hemery (Darracq), 17h. 23m. 38s.; Marcellin (Darracq), 17h. 38m. 36s.; Pinson (Panhard et Levassor), 18h. 0m. 41s.; P. de Crawhez (Panhard et Levassor), 18h. 5m. 20s.; P. Chauchard (Panhard et Levassor), 18h. 16m. 45s.; Tart (Clément light carriage), 18h. 26m. 45s.; Berteaux (Panhard et Levassor light carriage), 18h. 28m.; S. F. Edge (Napier), 19h. 16m. 21s.; A. Collins (Darracq light carriage), 19h. 16m. 47s.; Barbaroux (Clément light carriage), 19h. 51m. 1s.; De Caters (Mors), 19h. 54m. 58s.; Guillaume (Darracq voiturette), 20h. 4m. 33s.; J. De Crawhez (Panhard et Levassor), 20h. 6m. 36s.; Déchamps (Déchamps light carriage), 20h. 16m. 25s.; Grus (Renault voiturette), 20h. 17m. 54s.; C. Jarrott (Panhard et Levassor), 20h. 44m. 12s.; Dernier (Gobron-Nagant light car-

riage), 20h. 45m. 57s.; Leys (Panhard et Levassor), 20h. 51m. 52s.; Augières (Mors), 21h. 17m. 50s.; Weigel (Clément light carriage), 21h. 28m. 37s.; L. Renault (Renault light carriage), 21h. 50m. 19s.; A. L. Rigoly (Gobron-Brillié light carriage), 22h. 8m. 38s.; Sabis-Bey (Panhard et Levassor), 22h. 9m. 52s.; Uhlmann (Decauville light carriage), 22h. 20m. 39s.; A. L. Chanliaud (Gardner-Serpollet light carriage), 22h. 27m. 38s.; A. Fournier (Gobron-Brillié light carriage), 22h. 55m. 48s.; Mestayer (Decauville light carriage), 23h. 8m. 39s.; Leger (Georges-Richard light carriage), 23h. 9m. 45s.; Cormier (Renault voiturette), 23h. 22m. 37s.; Pirmez (Delahaye light carriage), 23h. 42m. 17s.; Courard (Gobron-Nagant light carriage), 23h. 57m. 18s.; Stephen Ribes (Panhard et Levassor light carriage), 24h. 7m. 22s.; Gavaris (Panhard et Levassor), 24h. 19m. 31s.; Leblond (Gardner-Serpollet), 24h. 20m. 20s.; Merville (De Dietrich), 24h. 20m. 53s.; Koechlin (Gobron-Brillié light carriage), 24h. 63m. 54s.; Rouquette (Peugeot), 24h. 53m. 43s.; Osmont (De Dion tricycle), 25h. 1m. 18s.; Stead (Georges-Richard light carriage), 25h. 32m. 56s.; Perrin (Delahaye light carriage), 25h. 35m. 29s.; Durand (Corre voiturette), 25h. 47m. 13s.; G. Rivierre (Georges-Richard voiturette), 26h. 7m. 23s.; Lorraine Barrow (De Dietrich light carriage), 26h. 12m. 23s.; Cozie (Déchamps light carriage), 26h. 17m. 36s.; Bucquet (Werner bicycle), 26h. 37m. 2s.; Kirchheim (Fahrzeug light carriage), 27h. 13m. 55s.; Comiot (Clément), 27h. 15m. 42s.; Berrue (Gobron-Brillié light carriage), 27h. 30m. 17s.; Rutishauser (Gardner-Serpollet), 27h. 44m. 51s.; P. Rivierre (Déchamps light carriage), 28h. 16m. 35s.; Labitte (Werner bicycle), 28h. 26m. 36s.; Guders (Panhard et Levassor light carriage), 28h. 46m. 43s.; Olliver (Gardner-Serpollet), 28h. 47m. 48s.; Lamy (Renault voiturette), 30h. 11m. 48s.; De La Touloubre (Decauville light carriage), 30h. 28m. 36s.; G. Richard (Georges-Richard voiturette), 30h. 55m. 6s.; Marot (Decauville light carriage), 31h. 27m. 7s.; Buchillet (Corre voiturette), 32h. 16m. 20s.; Kléger (Laurin-Klément bicycle), 33h. 48m. 12s.; Posednick (Laurin-Klément bicycle), 34h. 28m. 45s.; Cornilleau (Decauville), 35h. 1m. 32s.; Page (Decauville light carriage), 35h. 26m. 12s.; Holley (De Dion tricycle), 35h. 29m. 17s.; Volatum (Clément light carriage), 36h. 58m. 15s.; Théry (Decauville light carriage), 37h. 12m. 22s.; Passy (Passy-Thelier voiturette), 44h. 55m. 16s.; Gasté (Automotrice light carriage), 45h. 17m. 4s.; J. Salleron (Georges-Richard light carriage), 45h. 41m. 8s.; Legrand (Crouan light carriage), 46h. 3m. 55s.; Simon (Ader light carriage), 46h. 21m. 35s.; Dupont (Liberia light carriage), 47h. 10m. 42s.; Cottard (Gardner-Serpollet), 47h. 52m. 31s.; Tenaerts (Déchamps light carriage), 68h. 31m. 53s. In the foregoing list the vehicles that are not described as light carriages or voiturettes enter, of course, in the

AN AGRICULTURAL MOTOR.



The Ivel agricultural motor, made by Mr. Dan Aihone, has been designed and made chiefly for the farmer's use. In addition to being a petrol motor (18 h.p., double-cylinder, water-cooled), it is constructed to draw mowers, reapers, etc., by attaching these machines to the back of the motor. It can also be utilised for cutting chaff, grinding corn, etc.

category of big cars. There are twenty-three big cars, forty-two light carriages, nine voiturettes, and six motor cycles. The d'Arenberg cup, offered for the first car arriving at Belfort with alcohol, was won by Chevalier René de Knyff on his 70 h.p. Panhard, who covered the distance of 233½ miles in the net time of 4h. 18m. 30s. The time of S. F. Edge, the winner of the Gordon-Bennett cup from Paris to Innsbruck, is not officially given.

Correspondence.

We do not hold ourselves responsible for the views or opinions expressed by correspondents.

GEARS.

[2554.]—I do not know if it has been brought to your notice, but it was interesting to me to observe that the latest big racing Panhard 70 h.p. cars have their gear placed in exactly the same way as the 50 h.p. Napier, namely, the whole of the gear put behind the differential. They were, as you probably observed, in size and appearance, an almost identical reproduction of the Napier racing carriage for 1901, the only difference being that they were brought down to the 1,000 kilogs. weight. As has been proved, they suffered in the same way as the 50 h.p. Napier, from being unnecessarily fast; in the majority of cases, the carrying of the big horse-power necessary for giving an excessive speed proved a disadvantage. This was the experience I gained in 1901 with the 50 h.p. Napier, with the result that our 1902 machine is almost the other extreme. The 1903 will be a sort of happy medium, and I think will give very fine results in every way. S. F. EDGE.

CRANKSHAFTS.

[2555.]—Captain Longridge's article on this subject in your last issue is interesting because it is to the point, but the captain seems to think the suggestion of reducing the angularity of the thrust is a novel one. Permit us to point out that this method of construction has been in use upon Duryea power carriages for the last three years, and has borne out expectations to an extent which will perhaps be better understood when we say that, although the crankshafts on our 10 h.p. engines weigh barely fourteen pounds, we have yet to hear of a broken one, and there are some hundreds now in use. In this, as in many other matters, we believe our carriages are about two years ahead of the times, and that, whilst several of our features have already been adopted by leading Continental and British manufacturers since our employment of them to wit, throttle control (patented by Mr. Duryea in 1897), magneto ignition, and natural convection for cooling water—the majority of our other principles of construction will, in the course of time, come to be recognised as correct and be universally adopted—this crankshaft matter amongst them.

THE DURYEA CO.

NUMBERING OF AUTOCARS.

[2556.]—I think it most inadvisable to drop the numbering clause in the Bill which Mr. Scott Montagu has in hand *re* automobilists. If the legal limit of twelve miles an hour were deleted on condition that cars should bear numbers, I think a great step forward in the emancipation of motoring would be effected. To me the numbering of cars has one objection only—a sentimental one, and it is not worth considering.

The letters numbered 2537 and 2538 seem to me to be absolutely sophistical. The former says that systematic persecution of motorists only exists in four counties, and cannot continue. Four counties, indeed, in two of which more motoring takes place than in any other! But if this persecution existed everywhere, would 2537 advocate the numbering? From his words, apparently yes. But why? If universal persecution were prevented by the numbering, does not the same remedy hold good in the case of four counties?

No. 2538 says that the twelve miles limit places no additional facilities in the hands of the police for persecution. I thought surely everyone else thought—and, further, facts prove that it is simply this wretched limit which legally justifies a policeman in stopping and summoning every motor driver, for all go beyond this pace at times. If all drivers exceed the legal pace, and do not want the limit altering, they deserve to be summoned and fined every time.

To prove furious driving would be a very different matter—that would surely depend upon the circumstances; and, in any case, if twenty miles an hour were to be considered furious driving (as 2538 supposes), this limit would not—could not—touch numbers who now suffer under the twelve miles limit. But it is surely probable that furious driving would not, *per se*, be reckoned on account of the speed. What is the idea with which most view the abolition of the present limit, and the omission of any stated speed as a limit?

How could the police annoy motorists because their cars are numbered? They can now stop them anywhere, and with numbers to trace them by, it would not be so necessary to summarily stop them. The objection to numbering (which means the easy tracing of car drivers) looks as if the objectors did not wish to be found out, and they can only object to it if they are in the wrong; and, if in the wrong, they deserve to be summoned. No, sir, the very protesting against this harmless and useful scheme, to be substituted, moreover, in place of a grinding clog which is now round the necks of the drivers and the wheels of their cars, seems to me to point to something not genuine. Consider the situation. The police have to prove furious driving, whatever that may be held to mean. But the twelve miles limit does not avail, and the very fact of this old limit no longer existing—even if police evidence is accepted as readily as it is now—must prevent numbers being convicted and fined, as they are now.

Then No. 2538 says the present persecution will die a natural death. Granted, if you like; but why would not this apply equally to the hypothetical persecution which it is alleged would occur if the speed limit were repealed, and numbering substituted? This is merely begging the whole question. If no change is desired, because it is considered the need for it will shortly cease to exist, that is a logical position to take up, but to thus argue against the present proposal to remedy the existing evil is not logic, and is not commonsense.

Then it is said it is hardly fair to always take the word of a driver, no matter what his standing, against the police. Exactly. And thus it is that numbers of drivers are now rightly convicted, even when they swear they were not exceeding twelve miles an hour.

Remove this fetter, and motoring is at once freed from a grievous burden. W. H. D.

EXPERIENCES ON A 5 H.P. SWIFT.

[2557.]—On Thursday, June 12th, I drove the above car from the Swift Co.'s works, Coventry, *via* Birmingham, to Stourbridge, in frightful rain and mud (distance, thirty-three miles), without a rest for the engine, the road after Birmingham being a particularly heavy one and bad surface. After running several local trips with interested friends, I ran, on Sunday, June 22nd, to Worcester (twenty-one miles), and round to Hundred House, Whitley (an additional ten miles), for a first stop; from there a non-stop run through Stourport and Kidderminster to home (seventeen miles) in a shade over the hour; passengers consisted of my wife, child, and self. Having two days' closing for the expected Coronation on the 26th and 27th, I decided to enjoy it on the car. With my wife, child, and self (weight with luggage, petrol in spare tin, etc., well over twenty-six stones), I started from Stourbridge at 6.25 a.m. for Manchester. After using the second speed once within a mile from starting, we ran right through Wolverhampton, Stafford, Stone, and Newcastle-under-Lyme without a stop or coming off the high-speed gear, the distance being forty-four miles. Here we camped out on the side of the road, and had lunch, refilled petrol tank with spare can, and then went off again to Congleton. Here the water tank, which had a small leakage, required some attention. From here we ran on through Alderley Edge, the prettiest decorated place we passed, and which was still being added to even on that morning, to Wilms-

low. Here I stopped the car, but not the engine, to enquire about petrol for my return journey, but the shop was closed. Proceeding, we ran inside the legal limit, the amount of traffic and the rough surface of most of the road making this advisable. We passed Cheadle, Didsbury, and Withington, all of which places were prettily decorated, reaching the centre of Manchester at 12.35 noon, this being exactly 6h. 10m. from the time we left Stourbridge. The total distance was from eighty to eighty-five miles. Our stops, too, occupied about an hour. Running on, we arrived at our destination, Newton Heath, a little before one o'clock, which was particularly gratifying, having written my friends the previous day to expect me about this time. I certainly could not have kept my appointment better had I travelled by train.

The car was immediately put up, and left without any attention whatever until the next morning, when I prepared for the return journey. Then I did look to see that the sparking plug was clean and the contact breaker also. Without further attention, beyond oiling up one or two of the important parts, we ran quietly down to Stretford Road, our nearest point at which we seemed able to get petrol unless we went out of our route. Leaving there about 11.30 a.m., with the full intention of quietly running home and occupying the rest of the day, we ran through Sale, Altrincham, and Knutsford, continuing on to within a couple of miles of Holmes Chapel, when, as on the day before, we camped out for a meal—first stop about twenty-seven miles, and over thirty miles from our real starting point. Restarting, we ran on through Talk, where we joined the road we came along the previous day, and then went on through Newcastle-under-Lyme, emerging shortly after into the beautiful country round Trentham, the Duke of Sutherland's estates, on through Stone to Stafford, never tiring, never hurrying, yet leaving everything and everybody behind. Here we arrived about 4 p.m., and had tea, altogether occupying an hour or so. From Stafford we ran on through Wolverhampton to within three miles of home, when the engine for the first time performed badly. This I found was due to the loss of water owing to the leakage, and, being in a populous neighbourhood, I had no difficulty in replenishing it. Immediately this was done, away we went better than ever, and arrived home at 7.40 p.m. fit and fresh—an utter impossibility had we ridden by train in such hot weather.

On previous occasions I have taken the same run on cycle, motor quad, and on a voiturette, but never before have I experienced such a delightful and satisfactory run. The running of the free-wheel action of this car down slopes is delightful—no taking out of gear, and no jar when the drive begins. Coupled with the satisfactory running is the fact that this car is so well made that I have never had to make any adjustments or use a tool on it since I took it over from the company at Coventry. The riding of the car can be imagined from the fact that the child is only twenty months old, and lies asleep behind us when the fresh air makes him sleepy. He never tires of the car; in fact, on one occasion after our Worcester trip of fifty miles, he would not come out of it for over an hour. Probably he holds the record for his age as an autocarist.

I have run the car several short runs of from twenty to thirty miles since, and it still goes on in the same regular manner. The minimum of attention is required, as the oil in the gear box automatically feeds many of the bearings, and altogether I think in the Swift two-seater we have an English car to be proud of.

F. J. BARNES.

A SPECIAL ROAD FOR AUTOCARISTS.

[2558.]—I am extremely interested in motor cars; own cars and bicycles, and have taken in *The Autocar* since its inception. There is, it appears to me, a crying want—namely, a pleasure road—in England. Now, may I air my ideas in your journal and invite discussion on the question. I live near the Wiltshire downs, and am constantly crossing them in all directions, and it often occurs to me why not build a road from Salisbury, say, to Marlborough, or even Swindon. At first sight this appears to be an enormous undertaking, but is it so? Now, a fine open country (except for a little distance) requires no fencing; a firm soil that would require only a thin coating of flint mixed with tar (as, of course, no heavy or even light horse traffic would be allowed) would mean a perfect road free from

dust. Regarding the cost, nearly all the land could be bought for £15 an acre. The cost of making a road, say, thirty miles long and sixteen feet wide at 1s. a square yard would work out at under £50,000. It must be understood that nearly everywhere it would be merely necessary to peel the turf off and flint it on the spot. Fancy what a glorious run for thirty miles on an asphalt road up and down hill, and no hedges to stop the view or limitation of pace! Of course, many things would have to be considered, such as crossings for farm carts and control in passing main roads, but, except perhaps in one short distance in the Pewsey Vale, no bridge would be required larger than a big drain. A motor road will have to come, and, as far as I know, no spot nearer London could be found where soil, materials, and situation combined could give a thirty miles run such as this route I have suggested. Who would not give much for such a run?

AN ENTHUSIAST.

TIMING BY POLICEMEN.

[2559.]—When driving between York and Tadcaster on an 8 h.p. car, I was stopped by a policeman, who seemed to come out from the hedge or the long grass by the side of the road, for going too fast. On enquiring how he made that out, he asked me to wait until another policeman (also in plain clothes) rode up on a bicycle, and stated that, as I had only just exceeded the legal limit, viz., seventy-five seconds for a quarter of a mile, he would not bother. He stated I had done a quarter of a mile in sixty-six seconds. This occurred at 5.30 p.m. on Monday, the 14th, when there was no traffic about, and at about the fifth milestone from York. The road was on the rise, and I think the car was going in the wrong direction from a policeman's point of view. You will be interested to know that the policeman stated he had timed cars running on the same road at forty-five miles an hour. The policeman had, as far as I could judge, a decent recording stop-watch, which registered to a fifth of a second.

E. DOUGILL.

We are compelled to hold over a number of letters through pressure on our space. Several answers to "Queries of General Interest" are also unavoidably withheld for the same reason.

AN AUTOCAR WEDDING.

On Saturday last the marriage of Mr. F. E. Coles and Miss Ransom was solemnised at Holly Park Presbyterian Church. The happy couple drove off



(in the midst of a shower of confetti) upon a smart white and red Belle car, the lamps and steering wheel of which was decorated with white satin bows.

Flashes.

Mr. J. Wright, of the North Essex Motor and Cycle Works, High Street, Saffron Walden, informs us that he can always supply petrol, parts, accessories, etc., for automobilists, and, having inspection pit and workshops on the premises, he is always ready to undertake repairs and adjustments.

* * *

We have given a sample of the "Temple" motor oil, as supplied by Messrs. J. R. Grindon and Son, of 150, Temple Street, Bristol, a thorough test on one of our cars, and find that it gives every satisfaction.

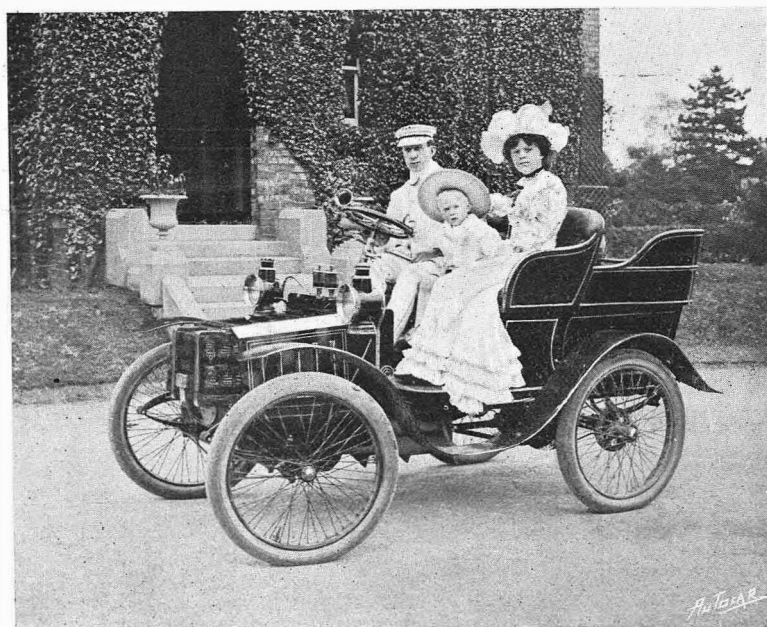
* * *

The Manchester Automobile Club have a run to Macclesfield to-day. Miss Clark and Mr. Gerald Higginbotham will entertain the club to tea at Ivyholme, Macclesfield, at 4 p.m.

* * *

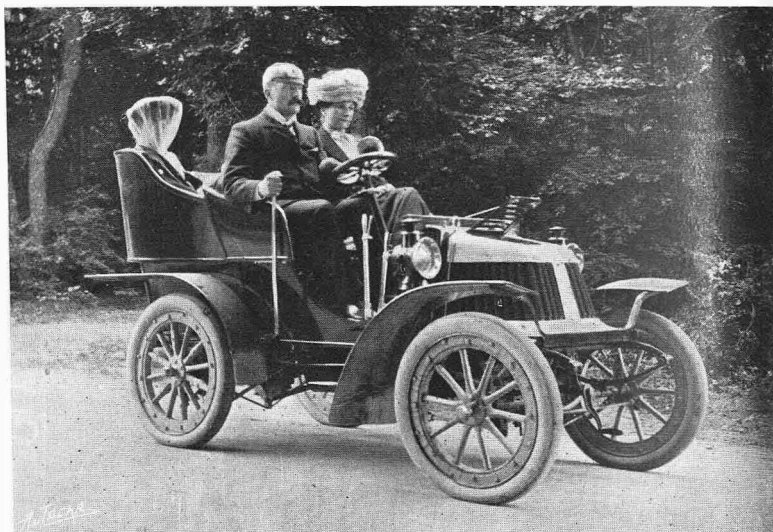
The "Castle" accumulators carried on the Napier car in the Gordon-Bennett Paris-Vienna race gave the utmost satisfaction throughout the trip, neither of them showing any signs of being run down at the finish, although they had been drawn upon for current for over 1,000 miles. The accumulators were supplied by the United Motor Industries, 42, Great Castle Street, Oxford Street, W.

A GOOD TOURING CAR.



This is a photograph of Mr. C. E. Oliver, of Wilmslow, with his wife and little son on his 7 h.p. New Orleans car, which he purchased last autumn. Since Christmas last he has driven the car between 3,000 and 4,000 miles without experiencing any trouble worth recording.

In the descriptive matter set beneath the illustration which in our last issue showed the Singer motor bicycle surmounting Stoneleigh Hill what time its rider waved its pedalling chain in the air, we described the engine as of 2 h.p. This was half a horse in excess of the truth; the engine is



Mr. Harry J. Swindley's 8 h.p. Argyll, fitted with Motor Manufacturing Co.'s engine, running on 30 in. equal-sized wheels, shod with 3 1/2 in. Goodyear tyres. These tyres have already run some six hundred miles and do not show a scratch. The tonneau is built with particularly high and comfortable backs to the seats.

2 1/4 h.p. only—a standard engine. As a matter of fact, the actual machine upon which Mr. Perks won the Westerham Hill climb was a standard machine made for a gentleman who resides within ten miles of the scene of the Catford competition.

* * *

A complaint was lodged before the Maidenhead borough bench last week as to the speed of motor cars passing through that town, and Superintendent Dorrell said he would give the matter his attention. Motorists should beware! Automobilists should make haste slowly through the Thames-side town.

* * *

"Petrol" desires to suggest to our correspondent who lately complained so bitterly of the adhesive cyclist that he need not go to law to get rid of the nuisance he complains of, if only he can manage to follow the example set by an automobilist similarly troubled, and witnessed by "Petrol" a few days since. The cyclist adhering in the latter case was promptly unstuck by several blasts of combusted petrol vapour directly from the exhaust pipe. The automobilist opened some specially fitted valve—the exhaust gushed out, and the cyclist wilted away.

Messrs. Kubery and Co. inform us that they have recently taken up the manufacture of tubular frames for cars in conjunction with their channel frames.

* * *

Mr. J. D. Hill informs us that auto-carists will find their wants well catered for at Deal. He states that last week he stayed at the South Eastern Hotel, where he found that a spacious garage, capable of holding several cars, had just been added. It is fitted with electric light, and possesses an inspection pit. Oil, accessories, etc., are to be stocked, and all repairs undertaken, whilst arrangements are to be made for the recharging of accumulators.

* * *

When referring last week to the 16 h.p. Panhard which has just been supplied to Mr. H. R. Kirk, we, by a slip of the pen, stated that the car was supplied by the Motor Power Co. Of course, the mistake was obvious, and it is hardly necessary for us to point out that we meant Panhard and Levassor, of 14, Regent Street, S.W.

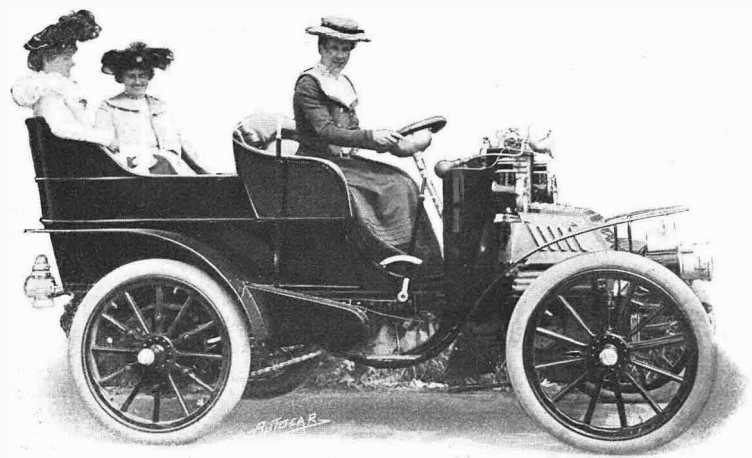
* * *

Messrs. Dalton and Wade, engineers and founders, Coventry, have recently been appointed sole agents in the Midland district for Compin's patent spring seats for motor cars.

* * *

The Hart Accumulator Co., of Stratford, E., inform us that their tender for storage battery required at the Fulham Union Electric Lighting Installation has been accepted by the Fulham Board of Guardians. On Thursday week this firm's employees held their annual outing to Epping, Essex, the excursion being blessed with exceptionally fine weather, and an enjoyable day was spent.

THE 45 H.P. WOLSELEY RACER



A 10 h.p. Brooke tonneau, built by Messrs. Brooke & Co., of Adrian Ironworks, Lowestoft. The change-speed gear on this car is all of chain and chain pinions, with single chain drive to rear axle, and Brooke's exhaust governor is fitted to the engine, which is set vertically under the bonnet, with engineshaft across the car so that shafts throughout are parallel.

Count Zborowski, whose photograph we gave last week, is thought by many to be a foreign gentleman, and by others to be a naturalised Englishman. As a matter of fact, he is a real Britisher, having been born and bred in England. He was raised to the Polish nobility shortly after his marriage.

* * *

Messrs. Rawlings Bros., 82, Gloucester Road, South Kensington, execute all repairs to motor cars as expeditiously as possible, and on reasonable terms. Mr. H. H. P. Deasy writes that he can thoroughly recommend this firm not only for its garage, its charging station for electric cars, and for supplying petrol at all times, but also for the ability and civility of its employees.

* * *

F. Wilkinson and Co. state that they will be showing Steamobiles at the medical exhibition to be held at Manchester from July 28 to August 7th.

* * *

Messrs. Tamplin and Makovski, Ltd., 15, James Street, Haymarket, W., who, as we stated last week, were recently appointed official repairers to the A.C.G.B. and L., inform us that most of their repairs are carried out at their works at Redhill.

* * *

Mr. C. Owen, of 24, Bishop Street, Coventry, has just been appointed as the Midland representative of the Locomobile Co. To anyone in the Midlands who is interested in these steam vehicles, and who may find it inconvenient to travel to London in order to inspect cars at the principal showroom, this will prove very advantageous, as Mr. Owen can arrange to drive a Locomobile to the house of any prospective buyer, and give him a trial trip without any fee or obligation to purchase.

The Motor Traction Co., Ltd., of 27, Walnut Tree Walk, Kennington, S.E., inform us that they can now promise delivery of Germain cars in about one month from date of order. The Germain car is not built for racing, but is essentially a touring vehicle, specially built for either fast, slow, or heavy work.

* * *

Mr. R. Lees has been at some pains to draw the attention of the Hampstead Borough Council to the fact that the steep portion of Netherall Gardens, Finchley Road, is used from time to time as a test for the climbing and braking power of motor cars, and has evidently requested that the Borough Council should take some steps to put a stop to this practice. He has now learned from the council that they have no power to interfere in the matter.

* * *

People who buy motors and motor bicycles and do not take the trouble to acquire some knowledge of their conduct obtain but little sympathy from commonsense administrators of the law when they are required to pay. The Motor Traction Co., Ltd., proceeded against such a person lately, expert evidence being given by Mr. C. W. Brown for them that, although the machine had been much neglected, it was still quite rideable. Indeed, during the luncheon adjournment, Mr. Brown rode and tested to the astonishment of the defendants' expert. His Honour, Judge Emden, intimating that he did not wish to hear Mr. Walsh on behalf of the defendants, said that the complaints made were simply about matters of adjustment. He did not think that anyone had ever heard of a perfect motor. He did not think that any expert would say that such a thing existed. The motor trade was too young for such a thing to be. People who bought motors should be prepared to learn something about them. In his opinion, based on the evidence of the expert who had ridden the machine, there was nothing structurally wrong with it, and there was nothing which would prevent it giving reasonable satisfaction to any reasonable man. There would, therefore, be judgment for the defendants with costs, and they were also entitled to recover the balance due for the machine. The Motor Traction Co., Ltd., intimated that they were prepared to fit a new interrupter plate, although they were not responsible for the damage to the existing one. They wished to meet Mr. Wheldon as much as possible, as they had done throughout.



Flooding the carburettor.

A motor-car service for passengers has been licensed at Arbroath, where a 6½ h.p. car, capable of seating eight persons, will ply for hire within the burgh.

* * *

A striking incident at the Lincoln cycle and motor races, which took place on a straight course, was Mr. R. M. Wright, the starter in the various races, starting the half-mile cycle final, getting on to his Stonebow motor bicycle, catching the field of riders half-way, and finishing a long way ahead at the tape in time to see the finish as well as the start.

* * *

We learn with pleasure that Mr. W. G. Williams is now the general manager of the Collier Tyre Co., and we have no doubt that the business in connection with this excellent tyre will improve under his management. Mr. Williams had a long, varied, and valuable business experience in connection with the cycle trade, which should serve him admirably in his present capacity.

* * *

The 10 h.p. Georges-Richard cars are winning honours in America as well as in this country and in France, for we note that they are amongst the winners of the automobile endurance run lately held by the Automobile Club of America. Two of these cars, which are similar to those now to be seen at Messrs. Mann and Overtons, 25, Mortimer Street, W., who are the English agents for these vehicles, were entered for the hundred miles endurance test, one being driven by Mr. C. J. Field, and the other by Mr. Alexander Fisher. Both vehicles completed the trial successfully, and were classed amongst the winners. It will be remembered that the De la Warr cup offered at Bexhill in the spring was won by a 10 h.p. two-cylinder Georges-Richard light car.

* * *

Automobilists should have a care in travelling upon the London-Dorking road, particularly on Sundays. The Surrey police have arranged a system of trapping for motors in just their own sweet way upon the decline of Mickleham Hill. This trap was detected and avoided both by Mr. H. T. Vane and Mr. Roger Fuller in returning from the coast on Sunday afternoon last. The thing is so clumsily done that anyone who keeps his eyes open can avoid running into danger. At the top of the hill an individual with an umbrella over his shoulder, most clearly and evidently a plain-clothes policeman, as can easily be discerned by his boots, by means of his umbrella enacts the part of railway semaphore whenever passed by an automobile. Another ill-disguised officer is posted 176 yards (one-tenth of a mile) farther down, and below him again are found uniformed policemen eager for their prey. Another trap was discovered by Mr. Vane between Epsom and Ewell, and there a plain-clothes officer signalled to a little fat man posted farther down by walking across the road as the car passed. This decoy Mr. Vane also avoided, running dead slow through the section, and pulling up to make a bland inquiry as to his position of the second policeman. Cyclists rendered excellent service to automobilists returning from Worthing last week by warning them of the meanly springs set for their capture.

Apart from his personality, the Shah, it is stated, has been attracting great attention at Ostend by his fast automobile driving.

* * *

After being fined £5 on the customary allegation in a Welsh police court, an automobilist was "ordered also to pay the costs of all the witnesses for the prosecution and two guineas advocate's fee." Given suitable weather, the Cambrian method of cultivation will doubtless result in an abundant crop.

* * *

In commenting upon the Gordon-Bennett Napier car in our issue of the 28th June, we referred to the drive as being conveyed through the usual Napier clutch. Messrs. Durham, Churchill, and Co. write pointing out to us that the clutch in question is a "Champion" clutch, and they are desirous that this should be made known.

* * *

Amongst the latest converts to motoring is the Right Hon. Viscount Castlereagh, who has just ordered a Clément car. The Earl of Shrewsbury and Talbot is also using one of these cars fitted with a beautiful little Rothschild tonneau body, and his son, Viscount Ingestre, also favours this excellent light automobile.

* * *

Although the name of Mr. S. F. Edge has been given as a competitor in the forthcoming Ardennes



Archduke Frederick and First Lieut. Count J. C. A. Santa Croce, his chamberlain, on a Locomobile Touring Model A.

race, we have since learned from him that he is not competing in this event, owing to considerable increase of business in connection with the Napier cars. Mr. Edge likes, as far as possible, to give all buyers of Napier cars his personal attention, and he hopes that the confidence of the Napier clients will not be slackened by the

fact that he may not figure again on the sporting side of automobilism for some little time to come.

* * *

The autocarist likes to go far afield, and a run to the sea is a favourite excursion, but the majority of south coast towns are afflicted by the genus tripper. There is, however, one quiet spot where the tripper does not go—the final point of Selsey Bill. Here a well-appointed hotel exists, which, after various vicissitudes, has passed into new hands and competent management. Selsey lies seven miles south of Chichester, and there are many routes to the ancient city—*via* Godalming and Petworth, sixty-four miles; *via* Midhurst, sixty-three miles, so that the sea at Selsey may be reached at about seventy miles from town. A light railway runs from Chichester to Selsey, but there is no railway connected with any system, so the flood of trippers passes on, and Selsey is probably the quietest watering place on that part of the coast. The proprietors of the Marine Hotel are anxious to do all they can for their guests whether they arrive on motors or cycles.

THE GORDON-BENNETT TYRES.

Quite a surprising amount of interest has been evinced during the present week in the tyres, or rather the tyre covers, taken off the victorious Napier which won the Gordon-Bennett cup. These covers



are lying in state amid bright coloured plush surroundings at 14, Regent Street, and each is labelled with a card describing it. The two covers are in an excellent state of preservation, showing but slight traces of the arduous journey they underwent; but the driving wheel tyres, as might be expected, bear evidences of the harder work they had to do. The right-hand driving wheel is in the worst condition, the rubber treads being worn through completely round, and in several cases no less than two plies of the canvas are also worn through, as the result, Mr. Edge explains, of his brakes having been unevenly set, so that when descending the Arlberg Pass the right-hand wheel repeatedly locked and skidded along the road so as to tear the tyres. The left back wheel has a bad gash, which must have been done by a broken bottle end, which goes completely through the whole cover, exposing a small piece of the tube, notwithstanding which, this, like the other tyres on the car, went through the whole journey from Paris to Vienna without a puncture.

The Duryea Power Co., of Coventry, are well advised in issuing their pamphlet dealing with the care and treatment of the Duryea cars, entitled "What to do, and How to do it." It would be well for many of our English manufacturers if they took a leaf out of the Duryea Co.'s book, and followed their example in laying before the purchasers of their cars a little volume like this, the study of which would enable a thorough comprehension of the internal mechanism, care, conduct, and driving of their vehicles. No point which can possibly require the attention of the purchaser of a Duryea car, be he an engineer or no, has been neglected in this admirable little work. In fact, if a Duryea car owner can pass a fair examination on the book in question he should find no difficulty whatsoever in dealing with his vehicle under even the most untoward circumstances. The pamphlet is tastefully made up in pocket-book form, and at the end of the explanatory pamphlet an ample tabulated form for noting the records of the car—to wit, date, journey, miles, run, and expenditure in petrol and lubricants, repairs, renewals, etc.—is provided.

THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS LUNCHEON MR. S. F. EDGE.



Honouring the guest, who is standing on the right of the chairman.

As a token of their appreciation of what Mr. S. F. Edge's win in the Gordon-Bennett cup race must undoubtedly effect for the British automobile industry, the above society entertained Mr. Edge to luncheon at the Hotel Cecil on Tuesday last, the chair being taken by Mr. Fred R. Simms, the friend of the late regretted Gottlieb Daimler, and the head of the Simms Manufacturing Co. A cordial invitation had also been extended to Mr. Montague S. Napier, the designer and constructor of the victorious car, but owing to a War Office appointment Mr. Napier was unable to be present. The guest of the society sat on the chairman's right, while that gentleman was otherwise supported by Messrs. Chas. Jarrott (Panhard-Levassor, London), Belcher (Humber and Co.), H. Burford (Milnes and Co.), W. M. Letts (Locomobile Co.), Frank Lanchester (Lanchester Motor Co.), Moffat Ford (Motor Car Co.), Harry J. Swindley (*The Autocar*), Stanley Spooner (*The Automotor Journal*), C. T. Crowden, G. H. Williams (Collier Tyre Co.), D. Farman (Farman Automobile Agency), F. W. Bailey, G. H. Smith (United Motor Industries), Scott, Marcel Mute!, J. H. Adams (Motor Traction Co.), Dover, R. M. McTaggart (Ireland), F. Salsbury (Salsbury and Son), O. Selbach, Henry Holland (Singer and Co.), C. H. E. Rush, C. T. Critchley (Brush Co.), and others. After an excellent lunch had been disposed of, and the usual loyal toast duly honoured, Mr. Simms, in well-chosen phrases, gave the health of the society's guest, Mr. S. F. Edge. He pointed

out that they had met together upon a special and rare occasion to do honour to two members of their body, who had jointly and severally conferred great honour and undoubted advantage upon English automobilism in general, and the society of which they were such valued members in particular. They were the winner of the Gordon-Bennett cup, Mr. S. F. Edge—(applause)—and the constructor of the winning car, Mr. M. S. Napier, who was, he regretted to say, unavoidably prevented from being with them. He thought the fact that so representative a gathering had been brought together to do these two gentlemen honour would prove to them that, though their hosts were to some extent their opponents in business, such opposition did not deter them from showing the keenest appreciation of what they had collectively done for the automobile industry in this country. They had persevered exceedingly and pluckily, until the pluck and nerve of Mr. Edge, coupled with the quiet patient study of Mr. Napier, had resulted in bringing the Gordon-Bennett cup to these shores. After several most commendable attempts they had, to the delight of their countrymen, wrested from the French their supremacy in this great event, against the opposition of not one, but three formidable French champions. Only those who knew the character of the roads traversed, as he did, could even partially realise the marvellous qualities, both in man and machine, necessary to the winning of this great event over so terrible and trying a course. They could not esti-

mate too highly the benefit this win would result in to the home industry. He should like to add that the society intended to establish an annual award of a gold medal for the best automobile feat accomplished in each year, and that Messrs. Edge and Napier would be the first recipients. (Applause.) He thought that demonstration showed that there existed no trade jealousy in this matter. He asked them to drink with three hearty cheers to the continued health and prosperity of the 1902 winner of the Gordon-Bennett cup, Mr. S. F. Edge.

An Important Speech.

The toast having been most enthusiastically honoured, Mr. Edge rose amidst a perfect hurricane of cheers to return thanks. He said that it gave him the keenest pleasure to meet with so gratifying a reception at the hands of his friends in the trade. He regretted sincerely that his friend Napier, to whose ability, skill, and care so much of the honour was due, was unable to be present, for no one felt the appreciation of the trade more than he. He thought that the best return he could make for their kindness was to give them some ideas accruing from the part he had taken in these competitions, and which he ventured to think might serve a useful end. In Great Britain he did not think they viewed the race from a narrow point of view, but regarded it broadly as likely to result in bringing business into the country. The purchasing public all over the world had, on account of the success of the French in these great races, come to regard France as the focus of all automobile knowledge and experience. They examined and discussed automobiles in London, but went to Paris to purchase them. It was necessary to bring people to realise that it was not necessary to go farther than London, and such an event as an English win in the Gordon-Bennett race would tend to have this desirable effect. All the world wanted automobiles, and all the world was a big place to supply, so that the knowledge that automobiles could be bought in London of men who thoroughly understood the question would redound to the profit of all sellers of cars, whether of home manufacture or not. This idea in obtaining in connection with France caused much business to be done there in German-built vehicles, as they knew, and what was wanted was to attract the purchasing power to this country. He hoped the Gordon-Bennett win would tend to this result. Now with regard to what might be learnt from the results of the Paris-Vienna race itself. In it we had the successes, not necessarily the wins, of five types of carriages. There was first the big Panhard class, with an enormously-powerful engine, giving perhaps as much as 80 h.p., placed and carried on a frame of such light construction that the total weight was under a ton. These cars, he thought, showed a brotherly resemblance to the 50 h.p. Napiers, with their gear-boxes in rear of the countershaft, with which he had experimented. They were marvellous carriages when going, but whenever they slowed up they began to steam, and there was much worry about water. There was, he thought, much to be learnt from a study of these wonderful cars, wherein so much power was comprised within so little weight. Then in the second type he placed the Mors cars, which were hardly so powerfully engined as the big Panhards, but which possessed, as a distinctive

and interesting feature, the double-bevel driving gear, which, while affording four changes of speed, was ingeniously arranged to give direct drive on the top speed, which was undoubtedly a great advantage. Then in the third type came the Mercedes cars, in which he considered the motor and the gearing were reasonably proportioned. It was extraordinary how successfully these vehicles came through, and their success he attributed to the exceeding care in manufacture and design. Their only weakness, to his mind, was the fact that their petrol supply was under pressure, for the only mishap they suffered from was the breakage of the petrol connections, due to their petrol tanks being carried beneath the frames, where, over such a course, they were liable to be, and were, struck and damaged by the terrible inequalities of the road. Their cooling system was perfect, and their engines gave no trouble in the controls and neutral ground. Then in the fourth type the little Renault, with its direct drive, which, as far as was known at present, was accredited with winning the Paris-Vienna race. As a matter of fact, said Mr. Edge in parenthesis, the real and actual winner was not known yet. These little cars performed wonderfully, and showed how successfully the live axle drive could be applied to little carriages of this description. Then in the fifth type he included his own car, which was the lightest in her class, and engined with a motor giving 44.45 h.p. This car was the result of their united experiences with the old 50 h.p. Napier, which was too fast and too heavy. It had been timed to do seventy-four miles per hour at some points, whereas in such a race as the G.B. and P.V. there were very few parts of the road where sixty miles per hour could be exceeded.

Piling up Averages.

Therefore racing cars had come down in speed and weight, the dominating idea being to drive as long and as far as possible on the top speed in order to pile up a big average. They were satisfied with their car as it stood, and intended to build similar types for next year's competitions. Of course, they could not be built commercially owing to their light weight and the fact that the average driver did not grasp the fact that, while strong enough in the rear axle for all driving strains that could fall upon them, they were not built for curb-pushing. In building this car they were, of course, confronted with the difficulties of the native manufacture of the parts they could not build themselves, such, for instance, as axles and springs, lubricators and coils. At present there did not appear to be any firms in this country showing a desire to turn out these articles suitable for building into such cars as the one they made for the race. Touching springs, France had, for instance, Lemoine, whose productions were all that could be desired; but the springs they were obliged to put into last year's car were most unsatisfactory. In fact, they did not spring. This year, however, they had gone to Sheffield, and had there found a firm who had grasped their requirements, and had turned out most satisfactory articles. Touching radiators, they had acquired a set from Messrs. Clarkson and Cabel which had also proved most satisfactory. The difficulty of obtaining suitable axles in this country had been a salient feature in determining them in

their adoption of a live axle, which they were able to make themselves. Much trouble was experienced in attempts to procure suitable forced-feed lubricators. In fact, nothing of the kind was obtainable in this country adapted to the needs of racing automobiles. They had consequently made one themselves, which had performed completely throughout the race. It had half the number of parts of a Dubrelle, and was made with an indicator in lieu of a sight gauge. They had not been at all happy with their selection of coils. Indeed, coils suitable for their purpose did not appear to be obtainable in this country. With reference to wheels, the French makers insisted upon the use of acacia, but they had found English cleft oak most satisfactory, and had made their own. American oak was not so good. The wheels on the G.B. car were still perfectly true and sound, notwithstanding the hard usage to which they had been put. In the matter of tyres the Dunlop tyres they used were most satisfactory, and they had run the same covers right through, and only changed two of the inner tubes once. And this, notwithstanding that they were only 90 mm. tyres, as against 120 mm. tyres used on the other side. In concluding a highly interesting and valuable speech, of which the foregoing is but a faint reflection, and which was rendered throughout with that amusingly dry pawkiness peculiar to Mr. Edge's public utterances, Mr. Edge paid a high compliment to the extreme care and thought that Mr. Napier always gave to automobile construction, and which had always given him the greatest confidence in the vehicles he had driven in competitions. Mr. Edge, after reiterating his thanks for his enthusiastic reception, resumed his seat amidst a hearty round of distinctly merited applause.

The health of the chairman, proposed by Mr. Letts, and suitably responded to by Mr. Simms, concluded what must undoubtedly be regarded as a memorable function.

A MOTOR CAR PURCHASE DISPUTE.

In the King's Bench Division of the High Court, before Mr. Justice Ridley and a special jury, on Thursday and Friday of last week, the case of *Cohen v. Mills and Sons, Ltd.*, was heard. It was an action brought by Mr. Arnold Edgar Cohen, of 14, Mortimer Street, W., trading as Weston Motors, against Mills and Sons, Ltd., of Cambridge Place, Paddington, motor car dealers, claiming £186 balance of account for goods sold and delivered and work done. The goods in question were two cars—one named a Stanhope. The claim was resisted on the ground that the car on which the dispute mainly turned was not according to the contract orally settled between the parties. Mr. Reginald Bray, K.C., and Mr. Colam appeared for the plaintiff, while Mr. F. Gore Browne, K.C., and Mr. Bonner represented the defendants.

Mr. Bray, in opening the case, said the question involved was whether the car supplied by the defendants was according to contract. The action was brought to recover the price of two cars, one of which they called Mrs. Goad's car and the other Mr. Price's car. The first was a three-wheeler and the second a four-wheeler, of which latter the plaintiff did not complain at all; and certain sums had been paid in respect of each. It was stated by the defendant that the car supplied for Mrs. Goad was unsuited to her purposes, being faulty in mechanism, the boiler was burnt, and the car was not as speedy as it was agreed it should be, viz., to run from ten to twelve miles an hour. The trials in the neighbourhood of Redhill proved these allegations, defendant contended, incontrovertibly. Evidence was given by the plaintiff, Mr. Harry J. Swindley, and other witnesses in support of the plain-

tiff's case. The plaintiff urged that the faults alleged against the car were unfounded, that the supposed flaws in the mechanism were only the result of the driver's ignorance, and that a burnt boiler was the natural consequence of burning fuel without water in the boiler.

His Lordship put two questions to the jury—(1.) Was the car reasonably speedy for the purposes for which it was sold? and (2.) Was it accepted by the defendants as such?

The jury answered both questions in the affirmative, and His Lordship entered judgment for the amount claimed with costs.

THE ACTION AGAINST EARL DE LA WARR.

Date of Trial.

In the Chancery Division of the High Court, before Mr. Justice Farwell, last Friday week, Mr. Upjohn, K.C., said the pleadings were closed in the matter of *Maynor v. Earl de la Warr*, and it was merely a question of his lordship fixing the date of the hearing. The parties were now ready.

Mr. Jenkins, K.C., for the defendant, said there was just a little difficulty about one of his witnesses, a police inspector, whom he wished to call, but he anticipated this would be got over, as, in all probability, the case would not be reached before Thursday.

His Lordship directed that the case should be in the paper not before Thursday.

Answers to Correspondents.

TO CORRESPONDENTS.

This week the following correspondents have been, or will be, replied to by post:

E. Hemsley.	B. J. Moore.
G. H. Smart.	C. F. Williams
J. Jenkins.	(Worcester).
D. J. Thompson	D. W. Murdoch (Annan)
(Dundalk).	Art. C. Tessier
Percy T. Easton.	(Guildford).
D. G. H.	W. Letts.
R. Smith.	H. A. Stenning.
Messrs. Wilson and	W. H. Dick.
Pilcher.	J. B. Dunlop.
G. L. Hopkins.	Rob. Wingate.
S. Guest.	Geo. W. Rowley.
A. Boon.	C. McAdam.
W. Ward.	Alf. Withs.
D. J. Thompson	A. E. McMullan and Co.
F. Burr.	A. E. Way.
J. Cunningham.	

Our thanks are due to the following for items of news and various topics of interest which have been or will be dealt with: Lines and Mills (Sydney, New South Wales), John D. Hill, L. B. Wingrove, Wm. Easton and Sons, F. Cove, W.B.M., W. Clarke Naismith, and H. W. Cranham.

ANXIOUS ENQUIRER.—We are making enquiry with regard to your query, and will advise you as soon as we know for certain.

NOTICES.

SUBSCRIPTIONS.

"THE AUTOCAR" is published every Friday morning in Town and Country, and may be obtained of all News-vendors and Book-stalls, or delivered first post on Friday, at the following rates:

GREAT BRITAIN.			ABROAD.		
	s.	d.		s.	d.
Twelve months	...	16 0	Twelve months	...	18 4
Six months	...	8 0	Six months	...	9 2
Three months	...	4 0	Three months	...	4 7
Single copy	...	0 3d	Single copy	...	0 4

These prices include four special double numbers.

TRADE NOTICES.

The London Publishing Office of *The Autocar* is at 3, St. Bride Street Ludgate Circus, E.C., where news-vendors and others can always obtain copies after ten o'clock on Friday mornings.

Messrs. W. H. Smith & Son take *The Autocar*, and if ordered at one of their bookstalls they will supply it regularly at such place. Anyone not being so supplied should write to Messrs. Smith, at their head office, Strand, London, W.C.

PARIS AGENTS: M. M. Boyveau & Chevalier, 22, Rue de la Banque.

BANQUET TO THE WINNERS OF THE GORDON-BENNETT CUP.

A CONGRATULATORY banquet was given on Wednesday evening at the Whitehall Rooms, Hotel Metropole, by the members of the Automobile Club of Great Britain and Ireland, for the twofold purpose of doing honour to Mr. S. F. Edge, the victor in the recent Gordon-Bennett cup race, and of celebrating the victory of Mr. Montague Napier's English-built car in the famous international event. Needless to say, the proceedings throughout were characterised by the utmost heartiness and enthusiasm, and the guests, as a whole, were representative of the flower of British automobility—if such a term may be permitted in describing the leaders of the automobile movement.

Amongst those present were Mr. R. W. Wallace, K.C. (who presided), with Mr. S. F. Edge on his right, and Mr. M. S. Napier, the designer of the winning car, on his left, Lord Russell being in the vice-chair. Others present were the Earl of Yarmouth, Count F. C. de Bouverie, Mons. Girardot, the Hon. J. Scott Montagu, M.P., the Hon. C. S. Rolls, Messrs. H. Weguelin, J. S. Critchley, F. R. Simms, F. H. Butler, Stanley Spooner, R. E. Phillips, W. D. Astell, J. D. Siddeley, C. Johnson, Mark Mayhew, H. Austin, E. Manville, H. Edmunds, H. Sturme, Staplee Firth, Lyon Sampson, J. A. Holder, Ernest Oweds, Charles Hardy, C. L. Freeston, A. J. Wilson, P. Richardson, A. Solomon, J. B. King, A. J. Boulton, F. T. Bidlake, G. H. Burford, E. M. Iliffe, Foster Pedley, J. J. Acworth, J. W. Stocks, W. Munn, R. L. Sardy, W. J. Davy, F. J. Horsey, C. Jarrott, H. L. Clark, Cecil Edge, R. H. Fuller, E. H. Arnott, Sidney Hone, Wm. Hardy, E. K. Purchase, A. Brampton, B. R. Banks, A. Brown, W. M. Letts, E. W. Hart, — Bircham, A. O. Stopes, M. Egerton, W. C. White, K. T. Shaw, T. Clarkson, G. H. Warner, M. Hill, M. S. Pilcher, F. W. Hutchinson, Willard Hall — Peckham, C. H. Rush, A. R. Atkey, H. T. Edwards, M. Grahame White, J. H. Johnston, etc.

The Chairman, in proposing the health of the King, said they, as automobilists, would drink this toast with more than ordinary heartiness, not only because they were devoted subjects of the King, but because His Majesty took such a great interest in automobilism, and had done so much to further this industry and to make the pastime popular.

The toast of "The Queen, the Prince and Princess of Wales, and the other Members of the Royal Family," was then drunk.

The Chairman, before proposing "The Guests of the Evening," read apologies for non-attendance from Monsieur Charron, the first winner of the Gordon-Bennett cup, who telegraphed his hearty congratulations to Mr. Edge on his triumph, which he said was at the same time a triumph of English industry. Similarly congratulatory messages were read from Lord Kingsbury, who added, "Every loyal Scotsman wishes you success this year"; the President of the Automobile Club of Switzerland, who said, "The British club champions, Edge and Napier, deserve our best congratulations for bringing this international contest among our English friends, who are the real sportsmen of the world. Hip, hip, hurrah!" The President of the Berlin Automobile Club, who regretted his inability to be present, and offered his sincere congratulations; Mr. Clarkson, Professor Boyd, Mr. Holder, Sir John Macdonald, and Capt. Lloyd. The Premier (Mr. Arthur Balfour) wrote to Mr. John Scott Montagu: "Dear Sir,—I fear it is impossible for me to be present at the dinner to-night, but I hope you will convey to the guests of the evening my congratulations on the success they have so deservedly earned, both for themselves and for cars of British design and manufacture." (Applause.) The Chairman, in sketching the history of the Gordon-Bennett cup, said it was instituted in 1899, being given to the Automobile Club de France by the donor, Mr. Gordon-Bennett. It was raced for first of all on the 14th June, 1900, and won by Mons. F. Charron; it was won on the 29th May, 1901, by Mons. Girardot.—(At the mention of his name, M. Girardot bowed his acknowledgments amid applause)—who, as was readily seen by the acclamation accorded him, was cordially welcomed amongst them that evening. (Renewed applause.) The telegram received from M. Charron showed him to be a true sportsman, for, although he regretted the cup leaving France, he did not let that prevent him giving his hearty congratulations to the successful winner of the trophy this year. He was sure M. Girardot showed the same sportsmanlike instinct which ought to animate all automobilists, who, although

they might strive for the victory, and would regret to lose what they had gained, would always be ready to congratulate the winner. With their permission, he should ask M. Girardot, as the most recent winner of the cup, on behalf of the French Automobile Club, to present it to Mr. Edge and Mr. Napier. The moral of seeing the cup before them was that other patrons of the sport would emulate the example of Mr. Gordon-Bennett, and present cups of a similar nature for competition. The principal object of their being there that evening was to congratulate Mr. Edge and Mr. Napier on their handiwork. He referred to Mr. Napier's Scotch descent, but added that, upon his car winning the race, some of the French people even claimed him as of their nationality. With regard to Mr. Edge's nativity, he was astonished to hear that evening for the first time that he was born in Australia, so that, after all, our colonies had had a share in this victory. In addition to the actual victors, he would like to mention some other names in connection with the race. The Automobile Club felt extremely obliged to those gentlemen and firms who endeavoured to put them in the position of winning and coming up to the scratch, as it were. Had Mr. Austin and Mr. Grahame White not been there, the English club might have had some difficulty in obtaining the position they did. He also wished to mention the name of Mr. Cecil Edge, who acted as amateur mechanic to his cousin, and, last of all, though not least, he would mention the name of their secretary, Mr. Claud Johnson, who, as representative of the English Automobile Club, held one of the most important positions in connection with the race, and had to see that everything was done in a proper manner. (Applause.) Reverting again to the work of Mr. Edge and Mr. Napier, it was not a very easy matter to win a race of this kind in a foreign country, where the difficulties in the way were very numerous. Mr. Edge told him that on several occasions he did not know how to get food, and it was a fortunate circumstance that the food and petrol which were intended for the Panhard drivers were brought to him under the belief that his car was of French make. The task which Mr. Edge had accomplished required very great powers of endurance and indomitable courage, and it was only a true sportsman who could hope to succeed. Mr. Edge and Mr. Napier had attained to a proud position, which reflected honour upon themselves and credit upon the Automobile Club, and he had no doubt that they and others would do all in their power to retain the trophy in this country. Referring to the industrial aspect of the matter, he quoted from the *Daily Mail* of that morning an extract from an article headed "England's Lost Industries," a statement by Mr. John Burns, who said, with regard to the motor car industry, "the backwardness of England was not due to the workmen, but to the fact that the country for years had been governed by the ignorant upper classes—(laughter)—and that when once the engineers of England took up motor car manufacture they would sweep the earth." They had done something towards that already, but he should like Mr. Burns and any others who talked in that way, though he believed Mr. Burns always had the best of intentions, to remember that they did want some further assistance in this country before they could "sweep the earth." First of all, they wanted fresh legislation on the lines of the bill which Mr. John Scott Montagu was about to bring before the House of Commons. (Hear, hear.) They also wanted workmen to be more intelligent, in spite of what Mr. Burns said. Another thing necessary in order to keep this trophy, and to keep to the front, was that next year the race should be run in England. (Applause.) It should be no great inconvenience, from Carlisle, or in certain parts of Scotland, to devise a tour suitable for the Gordon-Bennett course, and to obtain Parliamentary sanction

for the event to take place for a couple of days. He thought as they had been hampered a good deal in the past in this country, the Government should give some assistance in connection with this project, so as to keep the cup in this country, to give a new stimulus to this new industry, and enable it to keep abreast with the industry abroad. The industry had attained to a wonderful height already in spite of the difficulties that had had to be contended with. This fact accentuated the credit due to Mr. Napier for devising a car which passed through such a trying ordeal so successfully, and to Mr. Edge for driving it. He then called on

Mr. Mark Mayhew to second the toast, which Mr. Mayhew characterised as one of the most memorable in the annals of English automobilism. The present success of Mr. Edge and Mr. Napier, he said, would recall memories of the old 1,000 miles trial. They could not forget how almost without any warning a small grey undecorated car turned up and formed a very formidable second to the extremely good 12 h.p. Panhard owned by Mr. Rolls. That was the first car that Mr. Napier had turned out, and which Mr. Edge had driven under similar circumstances. It was followed shortly afterwards by a 16 h.p., which many of them—he amongst the number—had enjoyed driving; that again was succeeded by the 50 h.p. leviathan, which eateth up tyres—(laughter)—and that again by the little, comparatively low powered car which wrested from the leviathans of the Continent this trophy which they saw before them. (Applause.) This, indeed, was a great occasion for English automobilists, who had not hitherto stood among the great ones of the earth in automobilism. Now, however, they did stand in such company—(applause)—and it was only due to those who had brought them this prize that they should thank them and offer them every fitting token of gratitude. (Applause.) Among a community of sportsmen, the technical and business point of view was bound to give way to the personal, and he did not think there was any who would deny that their friend Mr. Edge was one of that type of Englishmen who did not know when he was beaten. (Hear, hear.) He simply went on until he won. Of Mr. Napier, who sat beside him and looked appealingly into his face not to say too much about him, they knew how he combined the philosophy and the modesty of the rustic cobbler with all the best attributes of the unspeakable Scot. (Applause.) He had given them a motor car with which they were not afraid to ascend and descend the awful pass of the Airlberg, and which were enabled to bring back through the criticisms of foreign nations to a rejoicing English home the trophy attaching to the race in which it engaged. (Applause.)

Mons. Girardot, who, on rising to hand over the trophy, was received with loud cheering, spoke in French. He thanked the company for the hearty reception accorded to him that evening, and remarked that, although, of course, he was sorry to see that the Gordon-Bennett trophy had been taken away from France, he could not refrain from saying as a sportsman that he was glad to see that it had been won by so true a sportsman as Mr. Edge. He shook hands with both Mr. Edge and Mr.

Napier, who both remained standing during his speech. The formal transference of the cup to its new possessors was the signal for a wild outburst of applause, which was repeated after the drinking of the toast.

Mr. Edge, on rising to reply, was loudly cheered. He thanked them very much indeed for the flattering reception given him, but said he really did not feel that the occasion was a personal one, as he was merely the representative of the Automobile Club. He and Mr. Napier had tried ever since the inception of this competition to give England a chance of competing with the other countries of the world, which, however, had a very long start, owing to the trouble that English automobilists had had from a legislative point of view. For that reason he was very glad indeed to see the cup over here, and he felt that whatever pleasure there might be in it was shared not only by the Automobile Club and those present, but by the country at large. He referred at length to the sentimental disadvantages under which English manufacturers laboured in not being able to rank with those of France in competitions of this character, but hoped that such objections would now be removed. The French, too, and the manufacturers of motor cars in other countries, would be benefited by the turn events had now taken, for they would all be put more on their mettle to try and gain possession of a trophy which had been won by hitherto despised England. Still, every credit must be given to France for advancing as she had done in her endeavour to keep in the forefront all along, and to maintain the world-wide reputation she had won in regard to automobile manufacture. He had no doubt the competition for the cup in the near future would be very keen, and America would no doubt try for it, seeing that Mr. Winton, who had competed for the cup previously, had constructed a car which, according to the American papers, was capable of compassing eighty-five miles an hour. As to his success, he acknowledged that it was brought about by what might be termed a combination of fortuitous circumstances. The narration of these gave rise to a good deal of amusement, but space forbids us recounting them here. He acknowledged his indebtedness to the good feeling of many of the people he encountered *en route*, to the work of his cousin as amateur mechanic, and to the efforts of Mr. Johnson (the secretary of the Automobile Club) in clearing up misstatements which might otherwise have delayed a settlement of the result of the race. He mentioned some of the conditions of success in a competition of this kind, and these he said were not in regard to fast travelling, but rather in regard to endurance. With respect to the next race for the Gordon-Bennett cup, he had no doubt that those who were more conversant with the subject would do their utmost to get it decided in England.

Mr. Napier contented himself with thanking the company for the warm reception they had accorded him.

The Hon. John Scott Montagu, M.P., proposed "The Automobile Club of France and the other recognised automobile clubs." Mons. Girardot replied, and "The Health of the Chairman" concluded the toast list.

A MILLIONAIRE'S FAMILY.



The children of Mr. George J. Gould. Photographed by Pach, at Georgian Court, Lakewood, and reproduced by special permission.