

THE AUTOCAR

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

EDITED BY H. WALTER STANER.

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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 RATES WILL BE FOUND ON THE LAST PAGE. ORDERS WITH REMITTANCE SHOULD BE ADDRESSED "THE AUTOCAR," COVENTRY.

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Notes.

A Coronation Car.

To automobilists perhaps the most interesting event of Coronation Day was the meeting near Westminster Abbey of Sir John Macdonald and H.R.H. the Duke of Connaught, the latter being on his car. The right honourable judge was proceeding on foot to his place in the Abbey Church, and the Field Marshal was on one of his several tours of the line of procession on his car, which he used the whole time from early morning in his appointed duty of disposing the troops. Considering that H.R.H. had to make a very early start, like all who were on official work, and cover many miles of streets in order to give instructions, and then to be ready at

Buckingham Palace at 10.45 a.m., mounted, and in full uniform, to escort the coach of their Majesties prior to going through a three hours' ceremonial, and riding back beside the Royal coach again, the comfort of being able to sit in an autocar in an ample overcoat, must have proved an immense relief, besides once again establishing the great utility of the automobile. Major-general Sir H. Trotter accompanied the Field Marshal, but their unwonted appearance acted as a practical disguise, and even to the officers with the troops they seemed to cause no special interest. Whether the Lord Justice Clerk (who was in his General's uniform) even at first realised the presence of H.R.H., is not known, for he appeared to address himself to Sir H. Trotter. When he took in the situation, possibly he wished he was again under the Duke's command, that he might, perchance, have the pleasure of driving over the King's route in an autocar.

Horses and Autocars.

The Duke of Portland, when recently opening an institution at Walmgate, Lincolnshire, treated the local people to an interesting and humorous little lecture on the management of horses when meeting autocars. In the course of his remarks, he stated that he had been the possessor of a motor car for seven or eight months, and during that period he had come to the conclusion that horses when meeting cars behaved much better if allowed to take their own course. He then went on to say that about six or seven weeks ago he was out in the neighbourhood of Newark, where he met a dogcart with three men in it. As soon as they saw the motor car they all held up their hands and jumped out of the vehicle. One put his coat over the horse's head, another held on to the wheels, and the other pulled at the horse's mouth. They went past in the motor as steadily and slowly as they could, and the only thing that took no notice of the motor was the horse.

Reckless Driving.

Last week, under the above heading, we referred to the careless autocar driving which frequently takes place on some of the Norfolk roads, and on what we considered very reliable authority we instanced a case in which, through this cause, a lad in charge of a cart was upset and the vehicle damaged. We had previously received complaints as to the excessive speeds indulged in along the narrow Norfolk lanes, and in the interests of the pastime we considered it our duty to warn automobilists against the practice. A correspondent who signs himself "Fair-play" expresses surprise at our publishing such an account, and assumes it refers to him. He states that he was driving an 8 h.p. De Dion car near Bacton, and as he did not know the road (which is a narrow one) he did not travel faster than seven or eight miles an hour. On turning a corner—which he did

not do before sounding his horn—he saw a lad driving a mule attached to a cart on the proper side of the road. Instead of passing the car, the boy, our correspondent states, appeared to lose his head, and jumped up in the vehicle and pulled violently at the reins, evidently with the view of stopping and alighting. The result was that the mule backed the cart right across the road, not leaving sufficient room for the automobile to pass. The autocarist immediately applied both brakes, but a collision was unavoidable, and the youth was thrown out. The mule broke away, but was soon caught and harnessed in again by two men who happened to be on the spot. Our correspondent then goes on to say that not more than two spokes of the cart wheel were smashed. On the other hand, he found his foot brake jammed and the car immovable, and the splashboard so badly injured that he has been obliged to purchase another. He experienced great difficulty in restarting his car, and before he had done so the boy had driven his cart away. The statement, therefore, "that the autocarist did not stop to enquire what damage was done" can hardly be correct. In conclusion, our correspondent says: "I have driven a car some thousands of miles, and I absolutely deny being a reckless driver. If there is an aggrieved party in the case in question, I think that party is myself." We are very pleased, indeed, to be able to give "Fair-play's" version of the affair, for, if the facts are as stated—and we have no doubt they are—he cannot be blamed in any way for the spill. At the same time, far too much reckless driving does take place, and it must cease if the pastime is to prosper and to gain favour in the eyes of the great non-autocaring public. In using the term "reckless," we do not necessarily mean "fast," the distinction between these two words being marked and clear.

Duplicate Control.

It would be a good plan for firms who make a specialty of giving lessons in driving if the car used for instruction purposes were to be fitted with duplicate pedals and brake lever. The instructor sitting by the side of the novice could always correct the steering, if necessary, but there are times when the safety of the car and its occupants would be considerably increased if he could also apply the brakes. The time when this sort of control would be so valuable would be just after the tyro had begun to think he could drive. We mean to say, so many, when they have learned to steer and to work the pedals and to change the gears, are apt to think that they have acquired the whole art of driving, and instead of jogging along quietly for a few days till every action becomes automatic, they put on the pace very early in their career. Luckily they usually scrape through all right, but they are very apt to forget at the critical moment some vital action, such as the depressing of the brake pedal or the application of the side brake, or, at any rate, they do not take instant steps to check the car, and an appreciable amount of time is lost in doing what they should instantaneously do, and this is where the prompt action of the instructor, with his duplicate pedals and brakes, would be of the greatest service. Of course, this duplicate control should only be reserved for teaching; it would be worse than useless fitted on an ordinary private car.

A New Road Surface.

Mr. E. P. Hooley, the County Surveyor of Nottinghamshire, when proposing the toast of "The Sport of Automobilmism" on the occasion of the dinner given by the Nottingham and District Automobile Club on the evening of the 6th inst., referred to the tests he was making of a new road surfacing material. Mr. Hooley spoke of the material, with which he is about to surface an experimental section of traffic-frequented highway, as one of which he had the greatest hopes, and by the use of which, he believed, roads could be formed with much less curvature than at present, while the surface would prove not only smooth and wear-resisting, but waterproof and dustless. Moreover, the material and its treatment were cheap. Mr. Hooley did not disclose the nature of the surfacing in the course of his remarks, but upon subsequent enquiry we learnt that the material upon which this talented road engineer builds such high hopes is iron slag treated with gas tar while still hot from the smelting furnace, by which method the wet-resisting tar is readily taken up by the hot slag and penetrates every pore of that substance. The material will, we understand, when properly laid, form a hard, close, smooth surface, which, being waterproof, will consequently be dustless in dry weather, and, of course, free from mud when wet—a consummation devoutly to be wished. That Mr. Hooley's experiments will justify his hopes will be the desire of every automobilist, and, this being so, every road user in the country will await his report with interest.

Accessibility.

Before now we have called attention to what we may term the inexcusable inaccessibility of certain parts of some motors and car mechanisms. It is impossible, as every practical man knows, to make every part of a car easily get-at-able. Not only impossible, but unnecessary, as there are many parts of a machine which never require touching from the time they come out of the manufacturer's works till after years of running, when it may be necessary for the particular parts to be replaced. On the other hand, such things as valves, valve springs, sparking plugs, nuts of petrol and lubricator pipes, pumps, float feeds, and jets, should all be easily accessible and quickly detachable and the clutch should be get-at-able of adjustment and cleaning purposes. There is no good reason why they should not be. In many engines, a great deal has been done in the last year or two to render parts like the valves more accessible. Those on most of the best cars can be almost instantly dismantled, and we have only to look back a year or two to mark the improvement which has been made in this respect. At the same time it does not, unfortunately, apply to all makes, though there is no valid reason why it should not. We will give an instance of what we mean. It was quite excusable in the early development of the motor that such points as accessibility should be overlooked, though all the practical designers, as soon as they got to work with the cars on the road, found out the necessity for this, and from that time till now have been taking steps to make the task of dismantling and replacing any part subject to possible derangement as easy as it could well be, but there are other firms which have unaccountably neglected this very im-

portant question, and they have even gone so far as to bring out new designs within the last two or three months which, so far as accessibility is concerned, are in no way better than engines which they made two or three years ago, and this is what may be fairly termed inexcusable inaccessibility, for, after all, what is the use of a drawing office if such points as these cannot be attended to. Of course, no sane automobilist wishes to waste his time in pulling his engine to pieces, but, however reliable a motor may be, there are a few parts which do, sooner or later, require attention on the road, and there is no reason why these should not be as easily get-at-able as possible. In many cases, one-eighth of an inch clearance is all that is wanted to make the removal of a certain part ridiculously easy. Because there is not this clearance, even a box spanner cannot be used, and the result is that some particular nut has to be

coaxed round with an adjustable wrench held in all sorts of nearly impossible positions, and the unscrewing and screwing up of this nut, which should be the work of a minute at the most, may occupy half-an-hour, or even more. Examples might be multiplied, and many questions asked. For instance, why should not something better than four small screws, often almost inaccessible, be used to fix the top of the float chamber? Why should it be necessary to crawl under a car to effect a trifling adjustment that could be done from above if the parts were correctly placed? Points of this sort should not be overlooked, and we are astonished to find how often they are forgotten. It seems to be assumed too often that all owners will be accompanied by a *mécanicien*, and that he would not have sufficient to employ him if everything were easily get-at-able.

A RECRUIT TO THE PASTIME.



One of the most recent converts to automobilism is Mrs. Harry Barnato, who has lately returned from South Africa, and who is now giving a great deal of her time to mastering the details of the motor itself, as well as devoting herself to becoming a proficient driver. Those who have seen her handle the ribbons of a four-in-hand will scarcely need be told that Mrs. Barnato has already become a clever motor driver. Her husband, shown by her side in our illustration, is also greatly interested in the movement, and is, we understand, at the present time

engaged in arranging the shipment of a large consignment of passenger service vehicles to Johannesburg. The car which Mrs. Barnato has selected is one of the standard type two-cylinder 10 h.p. Stars, manufactured by the Star Engineering Co., of Upper St. Martin's Lane, W.C., and Wolverhampton. The body, however, is of a special type, the tonneau being unusually wide and roomy, so that there is very comfortable seating for three persons. In fact, it measures no less than 56 in. inside at the back.

THE WELBECK SPEED TRIALS.



Argent Archer, Photo,

The Serpollets waiting for the marshal's signal

High Street, Kensington

Anything more hopeless than the dawn of Thursday, the 7th inst., at Nottingham, can hardly be imagined. The large crowd of prominent automobilists who had gathered at the Victoria Hotel, and had there dined with the Nottingham Automobile Club on the previous evening, had retired with the dispiriting knowledge that rain was still falling, but nevertheless laid themselves down to sleep in the hope that the downpour would cease with the dawn. The hope, alas! was vain, for morning broke to find the Rain God most surprisingly busy. And so, indeed, he remained throughout the entire day, for the rain—solid, winter-like rain—never ceased for more than a quarter of an hour during the trials. The untoward elements were valuable in

one respect, however, for they served to show the automobilists who drove out from Nottingham to the scene of competition at Clipstone that England can boast at least one county road surveyor whose roads afford good sound going, forty-eight hours of solid wet notwithstanding. Nottinghamshire cyclists and automobilists must frequently call down blessing on the name of Mr. C. P. Hooley. Up to the present this year there is no gainsaying the fact that the weather has been against the Automobile Club fixtures. The informal trials at Welbeck in January were held in a drizzle; at Whitsuntide Bexhill was colder than it often is in the winter, and chilly showers prevailed. Now we have the August trials at Welbeck held in little less than a deluge.

The subject of the weather is too threadbare to pursue, and it will suffice to say that the combined effects of rain, mud, and soaking grass made Welbeck about as uncomfortable a fixture as can be imagined, and had it not been for the interest of the proceedings, and the keenness of those present, the fixture would have fallen flat. That it did not do so is unquestionably another proof of the vitality of the movement, and the interest which is taken in it. It is almost impossible to make a fair comparison between the courses of Bexhill and Welbeck. From a spectator's point of view there is no question that Bexhill is superior, as a much greater length of the track can be seen from almost any point on the course, while there are positions from which it can easily be seen from end to end, such as the chalet and certain windows in houses a little back from the track side. This, however, is a minor point compared with the speediness of the surface, and as to this no direct



Argent Archer, Photo,

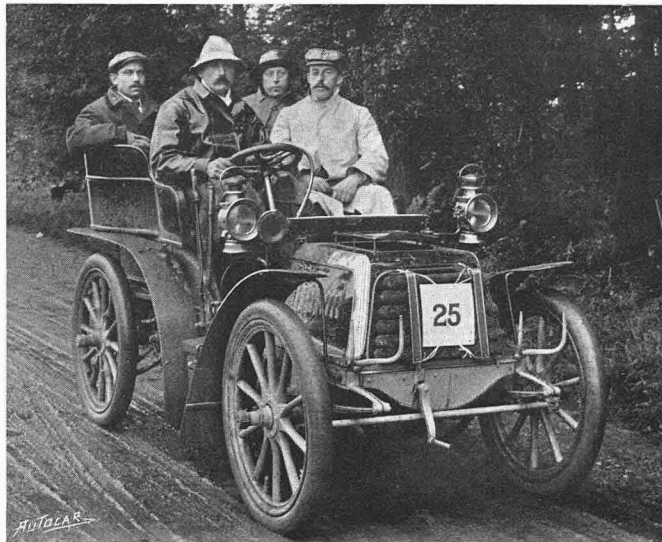
High Street, Kensington.
Mr. J. W. Stocks on the rebuilt 10 h.p. De Dion skeleton

comparison can be made, as the road at Welbeck, or, as it is more correct to say, at Clipstone, was sodden with hours of rain, and rain fell continuously throughout the day. The inclination of the track is slightly downward from the entrance gate on the Mansfield-Edwinstowe road, and the difference in the times is well shown by the effect on them in the up and down journeys. For instance, downward, the best time of the 70 h.p. Panhard was 35s.; upward, it was $42\frac{1}{5}$ s. The track is only about half the width of the Bexhill course, and it is impossible for two cars to be raced together, but it is much more nearly straight. The distance in which speed can be got up is half a mile, and this is much more satisfactory than the 155 yards of one in twelve slope down which the cars got up speed at Bexhill, and there is no doubt that the Clipstone Road is the faster course, though if the mean of the up and down journeys be taken there is not much between the two. The narrow space between the road and the hedges which run the whole length of the track makes it advisable for the spectators

to get on the other side of the hedge if they would avoid all possible risks, though unless they are sitting or standing in their cars their view is somewhat restricted by this proceeding. Criticism on the management of the Bexhill meeting was somewhat severe, and it was certainly not carried through at all expeditiously, but, as we pointed out, it was of

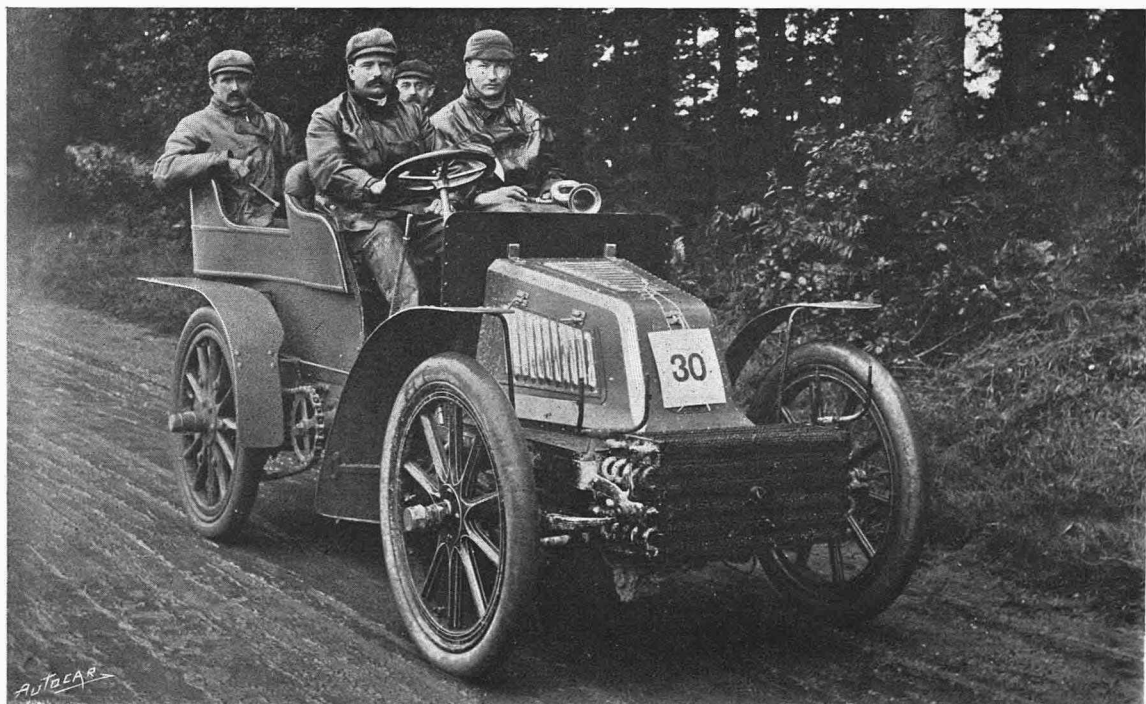
necessity to a large extent experimental, and the running off of the Clipstone event was a very great improvement, and left little to be desired. The little town of Mansfield was all agog to watch the passing of the cars, and we noted with pleasure that the police, in lieu of being out to persecute, were posted to facilitate the passage of the automobiles through the somewhat tortuous streets of the town. We were fortunate in being carried to the scene of operations on Mr.

Ernest Ower's new 16 h.p. Napier, running on 5in. Goodyear tyres. Upon arriving at the gate shutting off the Duke of Portland's private road to Clipstone, we found that Mr. Claud Johnson, who had left Nottingham hours before the crowd, had, with the



Henson,

Mr. Ross Browne on his 10 h.p. Panhard.

Photo, Nottingham
Class C.

Henson,

The new 25 h.p. Maudslay. Mr. A. Craig at the wheel with Mr. Maudslay by his side.

Photo, Nottingham
Class D



Argent Archer,

The 10 h.p. Locomobile driven by Ginder. Class O.

aid of his willing band of assistants, marked the position of each competing vehicle by means of large cards bearing the cars' programme numbers, set consecutively in the hedgerow lining the road. Against these numbers the competing vehicles backed until summoned by the hon. marshals, Messrs. S. F. Edge and Warner Turner, to set themselves going for their speed trips in their respective events. When they had reached the end of the course they ran on for a quarter of a mile, and were similarly parked against another set of printed numbers, where they waited till they were wanted for the general handicap, which was run against grade. It will be as well to say here that the organisation of the trials, and the handling of the events, was as perfect as could be wished, and in marked contrast to the terrible jamboree and mix of the Bexhill affair last Whitsuntide, and we should like to take this opportunity of congratulating the Races Committee on their arrangements, and the way in which they profited by their Bexhill experiences. A telephone line had been laid from the starting point to the entry of the kilometre, and thence to the finish of that distance, with sending and receiving instruments at each point, so that starter and timekeepers at each end were in continuous communication throughout the day. By the forethought of the club secretary, tarpaulin shelters had been set up for the protection of the timekeepers and their assistants. Without these those officials would have had a sorry time indeed.

With the exception of the general handicap, all the events were run down the slope. Mr. F.

T. Bidlake, assisted by Mr. G. H. Smith as telephone operator and recorder, timed at the commencement of the kilometre, and Mr. Harry J. Swindley (*The Autocar*), hon. official timekeeper A.C.G.B. and I., assisted by Mr. E. Peall at the telephone and with the pencil, at the finish of the allotted distance. By the fact of the telephone keeping the two timekeepers in touch, the time of the cars passing the beginning of the kilometre was known at the finish before the arrival of each car, so that a few seconds after they had completed their trials the result was known, and posted on the board and signalled back to the starting point. By this means the public and the press were kept posted throughout the day, and everybody expressed their satisfaction with the arrangements.

Photo

Punctually at the appointed time Mr. W. Exe drove over for his trial in Class C, just to open the ball, and directly afterwards the competitors in Class A, the handicap event for motor bicycles of all weights and powers, were let loose. In this event but two of the nine entrants took part, and of these Yates, on the Humber 2 h.p., won easily. In the scratch race for light cars (tourist section) Mr. Nicholson scored on a 12 h.p. Gladiator, with the 10 h.p. Ariel, driven by Mr. Harvey du Cros, jun., but $3\frac{2}{5}$ s. behind. The absence of Mr. W. J. Crampton's 10 h.p. Decauville, and the 10 h.p. Dennis car was regretted, as their comparative performances would have been valuable. In the Class C, for medium cars, the 16 h.p. Panhard, seating three, weighing 15 cwt., and driven by Mr. Henry Farman, won, as was to be expected, but the performances of the two 14 h.p. New Orleans, driven



Argent Archer,

Lunching in the rain.

Photo.



A timekeeper's tarpaulin shelter



Henson, Photo, Nottingham.
The 6 h.p. Serpollet driven by Hardy. Class E.

by Mr. W. Exe and Mr. Astell were nevertheless very creditable. Neither the 16 h.p. Ariel nor the 16 h.p. Clément ran, which was disappointing, as the Ariel has yet to show its metal, and the Clément was eagerly looked for.

In the event consecrated to cars (petrol) weighing over 17 cwts. the Hon. C. S. Rolls had an easy win, covering the kilometre on his 20 h.p. Panhard in 48s. = 46.57 miles per hour, the nearest car to him being the 20 h.p. M.M.C., which was over 10s. slower, and averaged 38.15 miles per hour. Protests were lodged against both these cars for carrying but two passengers each, and both have been disqualified. The scratch race for touring steam cars



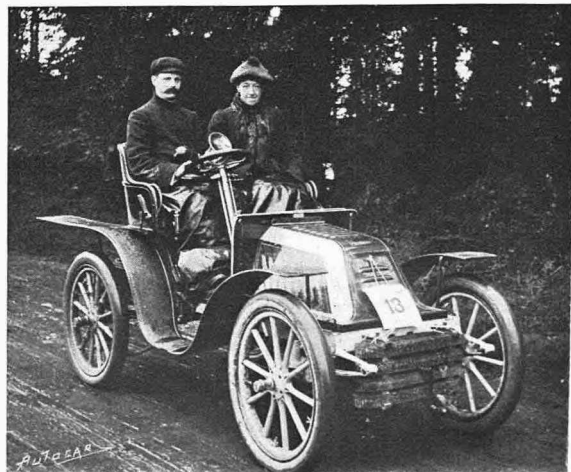
The Maudslay coming down the course. On the right hand side the higher figures behind the hedge are those of spectators standing in their cars drawn up on the grass. This illustration gives a good idea of the state of the road.

fell easily to No. 38, a 6 h.p. Serpollet, driven by Hardy—indeed, of the four such cars entered three thereof ran into places. In future it would seem desirable to separate cars of the Serpollet and Locomobile type into different classes, for the latter can hardly be expected to show against the larger and more powerful machines. In the speed section the scratch race for any type of motor cycle was a distinct failure, two Orions, one of 2 3/4 h.p. and the other of 3 h.p., only competing out of eight entries. The 12 h.p. Clément, driven by one of the Paris-Vienna drivers, "Volatum," sailed in an easy winner in the scratch race for racing voiturettes under 17 cwts. 3 qrs. 14 lbs. = 400 kilograms.

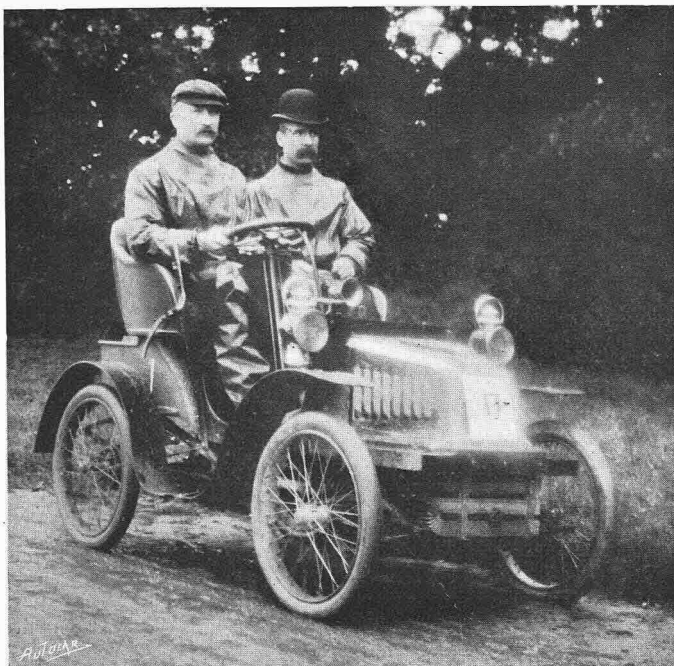


Henson, Photo.

Some damp tourists.



Henson, Photo.
The 12 h.p. Gladiator, driven by Mr. A. E. Perman. Class B



The heavily loaded Baby Peugeot, driven by Mr. Friswell. Class B.

This car ran over the course at 45.07 miles per hour, and was only approached by Stocks on his 10 h.p. De Dion sulky, doing 40.06 miles per hour. The 10 h.p. Georges Richard could not turn up, being delayed many hours at Newhaven before it could be unshipped. The 8 h.p. Argyll, entered and to be driven by Mr. Alec Govan, was unfortunately absent owing to a sad family bereavement sustained by the owner. The French driver Thèry drove the 18 h.p. Decauville over the course in the event for light racing cars to the tune of 50.80 miles per hour = 44s., but greatly to the disappointment of all present neither of the four 20 h.p. Darracqs, the 20 h.p. Déschamps, nor the 16 h.p. Clément ran. Mr. Jarrott, on his 70 h.p. Panhard, the Ardennes Circuit flier, had no trouble in securing the event for racing cars weighing under 19 cwt. 2 qrs. 20 lbs. = 1,000 kilograms, his only opponent being the 30 h.p. Wolseley, driven by Mr. Austin, which in this event performed much under its average.

The scratch race for the fastest vehicle, any weight or power, for *The Autocar* challenge cup provoked a motley entry, the vehicles varying in class and power from Mr. Dew's 6 h.p. Serpollet to Mr. Jarrott's 70 h.p. Panhard. The event fell easily to the last-named chauffeur, who herein put on the performance of the day, covering the kilometre in 35s. = a speed of 63.87 miles per hour. Sir John Pender's 20 h.p. Darracq, doing 49.68 miles per hour for second place, was also a sight worth seeing.

The general handicap, open to all entrants in other competitions, proved on the whole an interesting and satisfactory event, upon the weight allotting of which those responsible may, having regard to the huge difficulty of

their task, congratulate themselves. Whether the actual winner of this event, the Hon. C. S. Rolls's 20 h.p. Panhard, carrying but two passengers when entered to carry four, will be allowed to take the first prize we have yet to learn, but we understand from Mr. Rolls that he declared for two passengers before the entries closed.

The competition for racing steam cars did not fill, and Ginder drove over fruitlessly in the event for steam cars weighing not less than 12 cwt. 3 qrs. 5 lbs., and not over 19 cwt. 2 qrs. 20 lbs. The day's interesting proceedings were brought to a close with the appearance competition, the decision in which was certainly against the weight of outside opinion, the passing over of Mr. Ower's 16 h.p. Napier being inexplicable, for without doubt it was the handsomest and best-equipped vehicle competing. The programme was over much sooner than was expected, and Nottingham was regained by about five o'clock. The metropolitans who did not go back by road returned to town by the excellent 7.12 dining train of the Great Central Railway, by which they were run punctually up to the Marylebone terminus.

Officials on the ground: Mr. A. F. Bird, the Hon. C. S. Rolls, Mr. W. H. Astell, Mr. S. F. Edge, Mr. R. E. Phillips, Mr. C. Jarrott, Mr. J. F. Graham; Mr. C. Johnson, club secretary; Mr. Warner Turner (agent to His Grace the Duke of Portland) and Mr. S. F. Edge, hon. marshals of the course; Mr. H. J. Swindley (hon. official timekeeper



Argent Archer.

Photo.

The Hon. C. S. Rolls on his 20 h.p. Panhard which did fastest time in Class D, and also won the general handicap with 20½ seconds allowance from the 70 h.p. Panhard on scratch.

TABULATED RESULTS OF THE TIMES AND SPEEDS AT WELBECK.

TOURIST SECTION.

Class A.—Motor cycles (handicap), open to motor cycles of all kinds, irrespective of weight, power, or number of wheels, provided that they weigh under 250 kilos. (4 cwt. 3 qr. 20 lbs.)

Entered by.	Nominal h.p. and Maker.	b.h.p. Weight.	Rider.	Actual Time.	Net Mls per hour.
H. Belcher	2 h.p. Humber	2 ... 135 lbs.	B. Yates	68½ ... 55	32.47
E. H. Arnott	2 h.p. Werner	2 ... 110 lbs.	E. H. Arnott	72½ ... 45	55½ ... 31.05

Class B.—Scratch race for light cars (except steam and electric cars).

Cars weighing less than 14 cwt., with seats for four persons; cars weighing less than 13 cwt., with seats for three persons; cars weighing less than 12 cwt., with seats for two persons.

Entered by.	Nominal h.p. and Maker.	b.h.p. No. of Sts.	Weight. cwt. qr. lb.	Driver.	Time.	Mls per hour.
W. E. Nicholson	12 h.p. Gladiator	12 ... 2 ... 11	3 ...	W. E. Nicholson	68½ ... 55	32.87
Harvey du Cros	10 h.p. Ariel	10 ... 4 ... 13	2 ...	H. du Cros	71½ ... 55	31.31
S. F. Edge	12 h.p. Gladiator	12 ... 2 ... 11	3 ...	A. E. Perman	74½ ... 55	30.72
F. Guy Lewin	5 h.p. Baby Peugeot	5 ... 2 ... 6	2 ...	C. Friswell	99½ ... 55	22.40

Mr. H. Du Cros being disqualified, Mr. S. F. Edge takes second place.

Class C.—Medium cars (except steam and electric cars). Scratch race.

Cars weighing less than 17 cwt., with seats for four persons; cars weighing less than 16 cwt., with seats for three persons; cars weighing less than 14 cwt., with seats for two persons.

Entered by.	Nominal h.p. and Maker.	b.h.p. No. of Sts.	Weight. cwt. qr. lb.	Driver.	Time.	Mls per hour.
M. Stephens	16 h.p. Panhard	16 ... 3 ... 15	0 ...	H. Farman	54½ ... 55	44.60
W. D. Astell	14 h.p. New Orleans	14 ... 4 ... 15	3 ...	W. D. Astell	61½ ... 55	36.17
Wm. Exe	14 h.p. New Orleans	14 ... 4 ... 16	0 ...	Wm. Exe	66½ ... 55	33.77
M. Ross Browne	10 h.p. Panhard	10 ... 4 ... 15	0 ...	M. R. Browne	86½ ... 55	25.73

Class D.—Cars weighing 17 cwt. and over (except steam and electric cars) Scratch race.

Entered by.	Nominal h.p. and Maker.	b.h.p. No. of Sts.	Weight. cwt. qr. lb.	Driver.	Time.	Mls per hour.
Hon. C. S. Rolls	20 h.p. Panhard	20 ... 2 ... 23	0 ...	Hon. C. S. Rolls	48½ ... 55	40.57
A. Burgess	20 h.p. M.M.C.	20 ... 2 ... over	17 cwt.	J. Holland	58½ ... 55	35.15
E. M. C. Instone	22 h.p. Daimler	22 ... 4 ... 23	2 ...	E. M. C. Instone	58½ ... 55	38.00
C. C. Maudslay	20 h.p. Maudslay	20 ... 4 ... 22	0 ...	A. Craig	60½ ... 55	37.07
J. M. Gorham	22 h.p. Daimler	22 ... 5 ... 23	0 ...	J. M. Gorham	61½ ... 55	35.26
E. Midgley	16 h.p. Napier	16 ... 4 ... 28	2 ...	E. Midgley	64½ ... 55	34.67
L. Williamson	24 h.p. Daimler	24 ... 4 ... 35	0 ...	L. Williamson	68½ ... 55	34.60
G. Corn. West	16 h.p. Brush	16 ... 4 ... 19	0 ...	G. Corn. West	75½ ... 55	29.54
Dr. E. E. Lehweiss	15 h.p. Watsonia-Durkopp	15 ... 4 ... 16	2 ...	Frentzell	75½ ... 55	29.56
Dr. E. E. Lehweiss	15 h.p. Watsonia-Durkopp	15 ... 4 ... 16	2 ...	K. Durkopp	88½ ... 55	25.17

The Hon. C. S. Rolls and Mr. A. Burgess being disqualified, the first and second places are taken by Messrs. Instone and Maudslay respectively.

Class E.—Scratch race for touring steam cars.

Entered by.	Nominal h.p. and Maker.	b.h.p. No. of Sts.	Weight. cwt. qr. lb.	Driver.	Time.	Mls per hour.
J. W. H. Dew	6 h.p. Serpollet	6 ... 4 ... 18	0 ...	Hardy	57½ ... 55	43.32
J. W. H. Dew	6 h.p. Serpollet	6 ... 4 ... 18	0 ...	A. J. Dew	59½ ... 55	41.86
J. W. H. Dew	6 h.p. Serpollet	6 ... 4 ... 18	0 ...	J. W. H. Dew	56½ ... 55	39.77
Wm. Letts	5½ h.p. Locomobile	5½ ... 2 ... 6	1 ...	Albert Ginder	77½ ... 55	28.80
Wm. Letts	5½ h.p. Locomobile	5½ ... 2 ... 6	1 ...	Wm. Letts	86½ ... 55	25.87
H. J. Swindley	6 h.p. Weston	6 ... 2 ... 7	2 ...	W. Guttmann	86½ ... 55	25.23

SPEED SECTION.

Class G.—Scratch race for motor cycles irrespective of weight, power, or number of wheels, provided that the vehicle weighs less than 250 kilos. (4 cwt. 3 qr. 20 lb.)

Entered by.	Nominal h.p. and Maker.	b.h.p. Weight.	Rider.	Time.	Miles per hour.	
L. Savory	2½ h.p. Orient	2½ ... 1 ... 2	18 ...	Green	77½ ... 55	28.73
L. Savory	3 h.p. Orient	3 ... 1 ... 2	2 ...	Westlake	79½ ... 55	28.08

Class H.—Scratch Race for Racing Voiturettes.—Vehicles under 400 kilos. (7 cwt. 3 qr. 14 lb.) except steam and electric cars. Driver only, no second passenger.

Entered by.	Nom. h.p. and Maker.	b.h.p. No. of seats.	Weight. cwt. qr. lb.	Driver.	Time.	Miles per hour.
Earl Shrewsbury and Talbot	12 h.p. Clement	12 ... 1 ... 1	392 kilos	Volatum	49½ ... 55	45.07
J. W. Stocks	10 h.p. De Dion-Bouton	10 ... 1 ... 1	6 2 10	J. W. Stocks	53 ... 55	40.06
R. Jackson	8 h.p. De Dion	8 ... 2 ... 1	5 1 0	R. Jackson	63½ ... 55	32.49
A. W. Heard	6½ h.p. Century Tandem	6 ... 2 ... 2	6 0 0	T. Emmerson	80½ ... 55	27.73

Class J.—Light Racing Cars.—Vehicles under 650 kilos. (12 cwt. 3 qr. 5 lb.) except steam and electric cars.

Entered by.	Nom. h.p. and Maker.	b.h.p. No. of seats.	Weight. cwt. qr. lb.	Driver.	Time.	Miles per hour.
W. J. Crampton	18 h.p. Decauville	22 ... 2 ... 2	12 0 0	They	41 ... 55	50.80

Class K.—Racing cars weighing less than 1,000 kilos. (19 cwt. 2 qrs. 20 lb.) except steam and electric cars.

Entered by.	Nom. h.p. and Maker.	b.h.p. No. of seats.	Weight. cwt. qr. lb.	Driver.	Time.	Miles per hour.
Chas. Jarrott	70 h.p. Panhard	70 ... 2 ... 2	19 1 26	Chas. Jarrott	36½ ... 55	51.41
H. Austin	30 h.p. Wolseley	30 ... 2 ... 2	Under 1,000 kilos	H. Austin	61½ ... 55	36.29

Class L.—Scratch Race for the Fastest Vehicle.—Race or motor vehicles or any power or weight, propelled by any form of motive power, open to vehicles running in any other class.

Entered by.	Nom. h.p. and Maker.	b.h.p. No. of seats.	Weight. cwt. qr. lb.	Driver.	Time.	Miles per hour.
Chas. Jarrott	70 h.p. Panhard	70 ... 2 ... 2	19 1 26	Chas. Jarrott	35 ... 55	63.87
Sir J. Pender, Bart	20 h.p. Darracq	20 ... 2 ... 2	12 2 16	Edmond	45 ... 55	49.63
Captain Lloyd	20 h.p. Darracq	20 ... 2 ... 2	12 2 8	Papillon	46½ ... 55	48.38
E. W. Hart	20 h.p. Darracq	20 ... 2 ... 2	12 2 0	Webber	47 ... 55	47.56
H. Austin	30 h.p. Wolseley	30 ... 2 ... 2	Under 1,000 kilos	H. Austin	51½ ... 55	43.66
W. Letts	8 h.p. Locomobile	8 ... 2 ... 2	10 2 20	A. Ginder	51½ ... 55	43.49
J. W. H. Dew	6 h.p. Serpollet	6 ... 4 ... 4	18 0 0	A. J. Dew	52½ ... 55	42.85
J. W. H. Dew	6 h.p. Serpollet	6 ... 4 ... 4	18 0 0	Hardy	53 ... 55	42.34
J. W. H. Dew	6 h.p. Serpollet	6 ... 4 ... 4	18 0 0	A. J. Dew	63½ ... 55	35.15
A. W. Heard	6½ h.p. Century Tandem	6½ ... 2 ... 2	6 0 0	T. Emmerson	75½ ... 55	29.57

Class M.—General Handicap.—Open to all classes of vehicles, irrespective of weight, and whether they have or have not taken part in other competitions. Run up hill.

Entered by	Nom. h.p. and maker.	b.h.p. No. of seats.	Weight. cwt. qr. lb.	Driver.	Actual time. Secs.	H'cap allow. Secs.	Net time. Secs.	Miles per hour.
Hon. C. S. Rolls	20 h.p. Panhard	24 ... 2 ... 23	0 0 0	Hon. C. S. Rolls	56½	19	37½	39.63
J. W. Stocks	10 h.p. De Dion Bouton	10 ... 1 ... 6	2 10	J. W. Stocks	58½	20	38½	38.00
A. Burgess	20 h.p. M.M.C.	24 ... 2 ... Over	17 cwt.	F. Holland	62	20½	41½	36.05
W. J. Crampton	18 h.p. Decauville	22 ... 2 ... 12	0 0 0	They	46½	5	41½	48.38
Charles Jarrott	70 h.p. Panhard	70 ... 2 ... 19	1 26	Charles Jarrott	Scratch	42½	42½	52.97
H. Austin	30 h.p. Wolseley	30 ... 2 ... Under	1000's	H. Austin	55	8½	46½	40.64
W. D. Astell	14 h.p. New Orleans	15 ... 3 ... 15	3 0 0	W. D. Astell	76	29½	46½	29.40
Wm. Exe	14 h.p. New Orleans	14 ... 4 ... 16	0 0 0	Wm. Exe	78½	29½	49½	28.37
J. W. H. Dew	6 h.p. G'dner-Serpollet	10 ... 4 ... 18	0 0 0	A. J. Dew	59½	8½	51	37.76
J. W. H. Dew	6 h.p. Serpollet	10 ... 4 ... 18	0 0 0	Hardy	62½	8½	54½	35.71
Chas. Sangster	16 h.p. Ariel	20 ... 3 ... 15	1 0 0	Chas. Sangster	80½	23	57½	27.73
S. F. Edge	12 h.p. Gladiator	12 ... 2 ... 11	2 0 0	A. E. Perman	85	20½	58½	26.30
R. R. Latham	5 h.p. Baby Peugeot	— ... 2 ... 7	3 0 0	R. R. Latham	113½	50	65½	19.71
E. Midgley	16 h.p. Napier	24 ... 4 ... 28	2 0 0	E. Midgley	90	25	65	24.84
C. Cordingley	12 h.p. M. M. C.	12 ... 4 ... 24	3 0 0	Budd	106½	41	66½	20.97
J. W. H. Dew	6 h.p. Serpollet	10 ... 4 ... 18	0 0 0	A. J. Dew	75	8½	66½	29.80
L. Williamson	24 h.p. Daimler	26 ... 4 ... 35	0 0 0	L. Williamson	103½	25	78½	21.66

Class O.—Steam Cars weighing 650 kilos. (12 cwt. 3 qrs. 5 lbs.) and upwards, but not more than 1,000 kilos. (19 cwt. 2 qrs. 20 lbs.)

Entered by.	Maker.	b.h.p. No. of Seats.	Weight. cwt. qr. lb.	Driver.	Time.	Miles per hour.
W. Letts	10 h.p. Locomobile	10 ... 2 ... 2	15 1 0	A. Ginder	57½	38.94

to A.C.G.B. and I.) and Mr. F. T. Bidlake, hon. timekeepers; Sir J. H. A. Macdonald and Mr. A. Bird, judges.

In the competition for the car having the best appearance the prize was awarded to Mr. H. R. Beeton's 7 h.p. Panhard. Mr. J. A. Holder's 16 h.p. Napier and Mr. F. W. Peckham's 4 h.p. Oldsmobile were both highly commended. The competition was for the best-looking turnout, but not decorated with flowers, ribbons, or otherwise. Any car owned by a member of the Automobile Club could be entered, whether competing in the trials or not. The points on which the award was made were (a) elegance in design of car, (b) finish and appointments, (c) comfort, and (d) smartness, combined with suitability of dress of occupants.

* * * *

The motoring garments of the occupants of the car which won the cup in the appearance competition were all made by Mr. Lovegrove.

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Among amusing incidents of the heats in the tourist section was the action of an excited passenger, who, to lighten the car he occupied as it ran down the course, threw away the cushions.

* * * *

The Baby Peugeot driven by Mr. Friswell did not run at all up to its Bexhill form. No excuses were made by Mr. Friswell, but we must say the little machine was handicapped by its load, as it could not have been carrying less than 25 stones, and with this load and the heavy course it would probably have done better with a somewhat lower gear, as it did not seem to get into its full stride until almost the completion of the kilom.



Mr. Harvey du Cros, jun., on the 10 h.p. Ariel. Class B.

When standing at the bottom of the long slight slope and watching the faster cars in the speed section as they came over the summit, a most peculiar effect was produced by the flying mud, which was seen projected in a black stream fifteen or twenty feet in height in a vertical line against the dull leaden sky. It gave a great impression of speed. So also did the dangerous yaws which some of the lighter machines made in this section. In fact, one or two of the French drivers were perilously near to running off the track on several occasions.



Argent Archer. Photo.

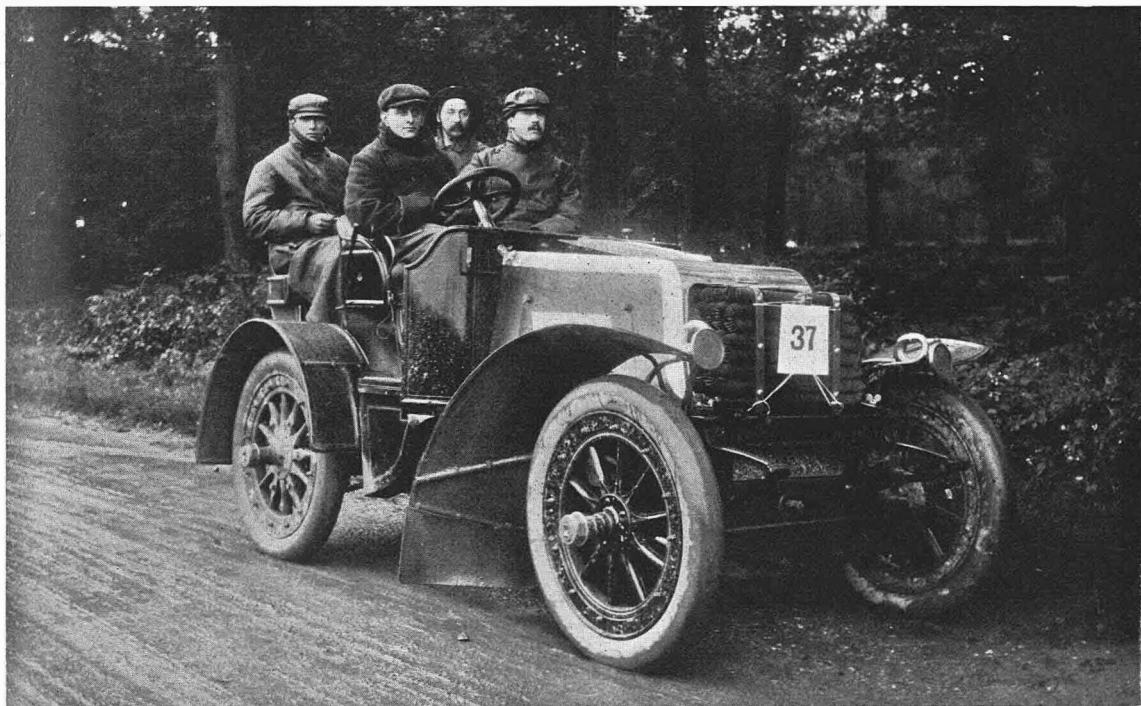
The 18 h.p. Decauville, driven by Thery, is a good example of the very light racing cars built to come inside the 12 cwt. 3 qr. 5 lbs. (650 kilos.) limit. Class J, speed section.

M. H. P. Deschamps was much disappointed at not being able to compete with his 20 h.p. His clutch, owing to wet, kept slipping, and he was unable to readjust it in time to take part.

* * * *

The entrants in the Welbeck trials who found it necessary to convey their cars to Nottingham by train were excellently served by the Great Central Railway Co. At Marylebone covered vans were provided for the vehicles, and the stationmaster and his staff exerted themselves to the utmost in the interests of the chauffeurs. For the information of those desirous of transporting their cars from London to any point on this excellent system, or *vice versa*, we might say that the company's officials are always ready and eager to provide good accommodation and safe transit. The loading facilities at Marylebone are of the best, and covered vans are always obtainable there.

Some of the storm rigs improvised by motorists who had not come prepared for quite such a down-pour were distinctly amusing, and would have excited more than passing notice in any other gathering than one of automobilists. For instance, we saw one well-known member of the autocar world walking about in a short leather coat and a lady's driving skirt, which he wore beneath to protect his knees from the rain. Another to protect his extremities wore leggings, shoes, and goloshes. There was, of course, a painful void between the leggings and shoes, into which the water poured, so that he would have probably been better off without the leggings. There is no question that on a day like the one in question the wearers of the rubber-necked coats are much the best off. For those who have not seen the rubber neck, we may say that the garment is to all intents and purposes a loose, long cape with sleeves, made of the best rubber spread on the usual fabric, but the neck consists of rubber alone, so that there



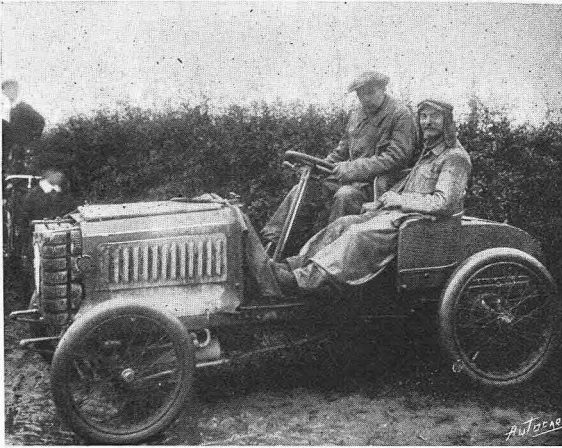
Mr. L. Williamson on his 24 h.p. Daimler. Class D. Mr. Shrapnell Smith will be noticed by Mr. Williamson's side. This vehicle was Mr. Oliver Stanton's "Le Chat Noir," and was purchased from him some time since by Mr. Williamson

Those automobilists who had hoods and front glass screens fitted to their cars undoubtedly had the best of things. In fact, they appeared to be the only spectators at the meeting who were really comfortable in the continuous downpour.

* * * *

There is no question that the two Daimlers in Class D, driven by Mr. Gorham and Mr. Instone respectively, were veritable touring vehicles, one being fitted with a four and the other with a five-seated body, and both carried their full complement of passengers. It will be seen from reference to the time and speed table that the four-seated car covered the flying kilom. in $58\frac{4}{5}$ s., and the five-seated $63\frac{2}{5}$ s. This should be borne in mind when comparing the performances of these machines with those of some of the other vehicles.

is no button on the garment, and the head is pushed through the elastic orifice provided by the rubber insertion. The sleeves are also similarly fitted, so that not a drop of water can get to the wearer. Of course, the ordinary tarpaulin is a good garment, but when driving, rain is apt to work in at the top round the collar, even when it is up and the tab buttoned, and the water as it runs down the coat is almost sure to trickle through on to the legs, as a puddle is formed in the automobilist's lap, and, of course, the water runs from this between the buttons of the front opening of the coat, and the only way to overcome this is to wear a waterproof rug tightly wrapped round the body beneath the tarpaulin or oilskin, unless leather breeches or trousers are worn. The ordinary oilskin overalls are no good, as they do not come up high enough to take the water from this kind of leakage.



A 20 h.p. Darracq.

The driver and mechanic were probably the muddiest couple on the course, and many suggested them as likely winners of the appearance competition, as it was argued on such a day that nothing could be more appropriate than a coating of mud.

A peculiar effect was created by one of the Serpollets, the exhaust pipe of which had become so loose that it swayed from side to side as the car was sprinting. It was, of course, not condensing, and the consequence was that the exhaust, as it issued from the swaying pipe, was spread right across the track in a remarkable manner.

* * * *

With regard to the disqualification of the Hon. C. S. Rolls's 20 h.p. Panhard, 1901 type, which did the fastest time in Class D, Tourist, and also won the general handicap, we understand that the owner declared previous to the closure of the entries that he would only carry two, and that he understood that, despite this, the car was still eligible to run in the tourist section. Some little disappointment was felt that Mr. Rolls did not run one of the big Mors cars in the speed section, as he had entered such a vehicle, but it seems he had a wire from the makers at the last moment that his car could not be finished in time for the meeting.

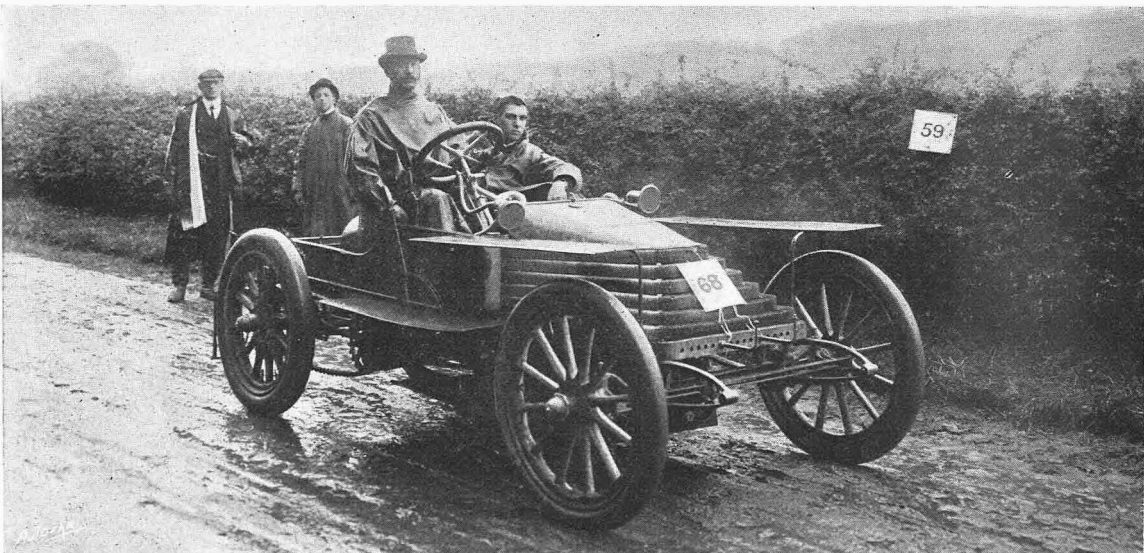
Although the Serpollets distinguished themselves and did extremely good times, it should be understood that there was not one of the very fast Nice fliers at Welbeck.

* * * *

Among the conspicuous non-starters was the 45 h.p. Wolseley. The car was despatched from Birmingham on the previous day, but near Long Eaton an accident occurred in which a horse and trap played a prominent part. The horse took fright, and, after rearing, dropped with his full weight on the motor bonnet, which he smashed, and the radiator and some of the water and lubricating pipes were so hopelessly damaged that it was impossible to get the car on the road again in time for the trials. This was a great disappointment, as many had looked forward to seeing what the new horizontal three-cylinder engine could do.

* * * *

Conspicuous among the new cars in the touring class was the Maudslay, with its three-cylinder vertical engine of 25 b.h.p. This car was driven up from Coventry in the morning, and back again after the trials. It was practically its first run in its completed state, and it unquestionably performed very well. It was rather noisy over the course, but this was found to be due to the joint between the exhaust pipe and silencer having blown out. The car, it should be understood, is the first completed Maudslay to be put upon the road, and there is little doubt it is one of the finest—if, indeed, it is not the finest—first vehicles ever turned out. All those who have had experience in manufacture know that, however good the design may be, the first car turned out is rarely satisfactory, as compared with the second and later cars, as there are numerous items in the first machine which require modification, and this despite the greatest care on the part of the designer and makers. As it is, we can congratulate the designer, Mr. Alex. Craig, and the makers, the Maudslay Motor Co., on the success of their first venture. The car, it should be remembered, is of British origin and make throughout.



Argen! Archer, Photo.

Mr. H. Austin, on the 30 h.p. Wolseley (Class K, speed section.)

High Street, Kensington.

NOTTINGHAM AND DISTRICT AUTOMOBILE CLUB'S DINNER TO THE VISITORS.

No British function can be either begun or ended without a dinner, so that the welcoming hospitality tendered to the automobilists visiting Nottingham for the automobile speed trials on Thursday last week was only what was to be expected of such an enthusiastic body of chauffeurs as the N. and D.A.C. have long since shown themselves to be. Covers for nearly two hundred guests were laid in the huge coffee room of the new Victoria Hotel. In the absence of the president of the entertaining club, the gathering was most ably presided over by Mr. E. W. Wells, the vice-president, and amongst those present there were such well-known automobilists from far and near as Sir J. H. A. Macdonald, Messrs. P. S. Clay (Chief Constable of Nottingham), S. F. Edge, C. Jarrott, M. S. Napier, Cecil Edge, F. T. Bidlake, T. W. Staplee-Firth, E. P. Hooley (county surveyor), J. D. Siddley, C. Johnson (secretary of the Automobile Club), R. J. Smith (secretary Western Scottish A.C.), E. Midgley, Dr. Dawson

Britain and Ireland." He referred to the pleasure which the members of his club had always felt, and he was sure would always feel, at welcoming the parent organisation to Nottingham, and he desired to impress upon all present the extreme gratification they felt at once again greeting the members of the A.C.G.B. and I. in Nottingham upon the eve of such an important fixture as the morrow's speed trials at Welbeck. In a few well-chosen sentences, Mr. Wells briefly sketched the invaluable work which the club had done and was still doing for the cause of automobilism. He coupled the toast with the name of Sir Jno. Macdonald, Lord Kingsburgh, the Lord Justice Clerk of Scotland. In replying to the toast, which was heartily honoured, Sir Jno. Macdonald gave a short account of the satisfactory progress which, thanks to the work of the club, automobilism had made in this country. He regretted that, as yet (in his opinion), we had not quite got abreast of our competitors on the Continent in the



Mr. Jack Holder driving his 16 h.p. Napier. Class D.

Turner, J. W. Stocks, C. Hardy, Don Foster, A. H. Niblett, H. Belcher, R. M. Wright, T. Hardstaff, C. E. W. Lucas (hon. solicitor to the Nottingham Club), B. Grainger, C. L. Stevens, R. Harbidge, A. F. Houfton, Dr. Houfton, H. V. Stevens, W. M. Hutchinson, L. W. Croft, R. R. Latham, W. D. Wells, W. M. Letts, M. H. Bueken, F. S. Dore, R. Cripps, G. H. Kirk, H. Rimmington, M. Ross Browne, W. Blamires, S. Harvey, A. P. Stevens, C. A., and E. Peall, P. Huskinson, H. B. Warwick, E. Owens, F. W. Packham, E. A. Stevens, R. E. Phillips, G. Prade, W. D. Astell, J. G. Stafford, Dr. Cole, Dr. Jacob, Messrs. H. W. Bartlett, J. M. Gorham, G. Iden, A. King, M. C. Instone, E. W. Lewis, E. Kennard, A. Brown, Banks, R. Dennis, W. E. Nicholson, E. Ward, A. Marwood, J. W. Adams, C. Friswell, W. J. Crampton, F. C. Baisley, Vane, A. F. Bird, Dr. Knott, Messrs. E. H. Arnott, H. J. Swindley (*The Autocar*), Salisbury Jones, and A. R. Atkey (hon. secretary Nottingham Club).

Dinner over, and the toast of "The King" feelingly given by the Chairman and most fervently honoured, Mr. Wells rose to propose "The Automobile Club of Great

construction of automobiles, but we were rapidly making up our leeway, and, although he gave the Continental makers the greatest praise for the position they held, he felt that the time was at hand when we might say we took equal rank with them. When reading a paper before the Royal Institution some time since on the progress of automobilism in this country, he regretted to have had to inform his audience that a sum of money equal to no less than £2,190 per day was leaving this country for the purchase of foreign cars. He sincerely hoped that the enterprise of British manufacturers and capitalists was not going to allow this state of things to continue very long. He had every wish that their friends abroad should have all opportunities of selling all the machines they could make on the Continent, and he hoped that the reproach that they could not satisfactorily and promptly supply the home demand for automobiles would shortly be removed from the English industry. The Automobile Club, he assured them, had done much to aid in the achievement of so desirable an end, and if the means were found of manufacturing a large number of automobiles in this country, the

men to do the work were readily available. Difficulties still remained to be contended with. For instance, the legal position on the road varied day by day but slightly from that which obtained in the early days of the traction engine. Attempts were being made to vary that, but he regretted to say somewhat in a wrong direction. He referred to the numbering and registration clause in a Bill which had lately been the subject of much discussion. He hoped that when that measure, or some other, was again put forward, such an undesirable, he would even say dangerous, clause, would be dropped. The situation was better as it was. (Hear, hear, from all parts of the room.) The displaying of numbers on their cars would put automobilists at the mercy of any and every prejudiced busy-body they might pass on the road. The idea was fraught with peril. (Hear, hear.) Going to another part of the subject, he was sure that all who desired to see automobilism progress in this country should consider the business vehicle more than was at present done. The pleasure carriage would always maintain its position, but those who would confer the greatest benefit upon the community and upon trade should do their utmost to encourage the introduction of power traction upon our roads. Not only would it encourage and facilitate business, but it would tend to economical progress. After giving a brief account of the immense amount of work done by the club committees, Sir John suggested that the Automobile Club was not merely a body for the promotion of sport, but an association aiming at the development of a great social and commercial change. Before he sat down, he should like to draw attention to the fact that they had with them as a guest that evening M. George Prade, the representative of the *Auto-Vélo*, as yet the only daily automobile paper published in the world. [The existence of that excellent French daily, *Le Vélo*, which covers automobilism, had evidently slipped Sir John's memory.—Ed.] Concluding, Sir John returned hearty thanks, both on his own and the club's behalf.

Mr. A. F. Bird (Birmingham), one of the earliest of English automobilists, then gave the toast of "The Nottingham Automobile Club," coupling with it the name of Mr. A. R. Atkey, its energetic secretary. Mr. Bird, in a few telling sentences, paid a tribute to the loyal and hearty manner in which the N.A.C. always backed up and assisted the work of the parent body.

Mr. Atkey, in replying, gratefully acknowledged the

assistance he always received from the committees and members. They were all delighted to find that the little they could do to help on the good cause was recognised and appreciated by the parent body. So far as the N.A.C. were concerned, they did their best to avoid stirring up the ill-will of other users of the road, and so well had they succeeded up to the present that not a single conviction had been obtained against a member of the club. (Hear, hear.) This happy and desirable state of things was in a large measure due to the kindness and consideration of the city officials. (Applause.)

The Chief Constable of the City of Nottingham, being vociferously demanded, said that no serious case requiring his interference as an officer of the city had occurred, and he thought that this said a great deal for the discretion and common sense of those who drove cars in the streets.

Mr. E. P. Hooley, the county surveyor, then gave "The Sport of Automobilism," although, he said, he had never been able, from a surveyor's point of view, to look upon automobilism as a sport. To him it was a very great matter of business. Automobilism was the very essence of doing work properly, for with a motor, one in his position was not only able to get through double as much work but was able to discover without difficulty what was necessary to be done upon highways. The question of good roads was one that naturally appealed to automobilists not a little, and he might say that, in his opinion, the present system of road-making was far from being the best. Roads should be constructed of such material that they needed less curvature, and he thought that, before long, he would be able to have a section of road under trial, in the construction of which a new material—smooth, wear-resisting, wet-proof, and dust-proof—would be employed. (Applause.) He coupled the toast with the names of Messrs. S. F. Edge and C. A. Jarrott, whose late deeds in high speed competitions were well known to all.

Mr. S. F. Edge, who was received with great enthusiasm, dwelt at some length in an interesting speech upon his racing experiences on the Continent, and then went on to refer to the great improvement he had found of late in driving over English roads, paying at the same time a high compliment to Mr. Hooley on the condition of the roads in Nottinghamshire, which he said were equal to any roads he had driven over in France. Indeed, one might, said Mr. Edge, cover the county length and breadth without finding a loose stone.



Argent Archer.

The fastest car of the day (Mr. C. Jarrott's 70 h.p. Panhard). By the left side of the bonnet Mr. MacCormack, the manager of the Panhard repairing factory in London, who acted as Mr. Jarrott's mechanic in the Ardennes Circuit, will be noticed. Class K, speed section. Cars weighing less than 19 cwt. 2 qtr. 20 lbs. (1,000 kilograms.)

Photo.

Mr. Jarrott, who was also accorded a brilliant reception, spoke at some length upon the manner in which the present speed limit hampered the industry, but was of opinion that even short distance trials, such as they had been hitherto able to hold in this country, had had much good effect. He thought it was the duty of all manufacturers to take part in such events, for much was to be learnt thereby, and that equally it was the duty of all automobilists to put in an appearance on their cars at such meetings, for

the purpose, not only of encouraging the competitors, but of showing to the outside public how rapidly the movement was growing. (Applause.)

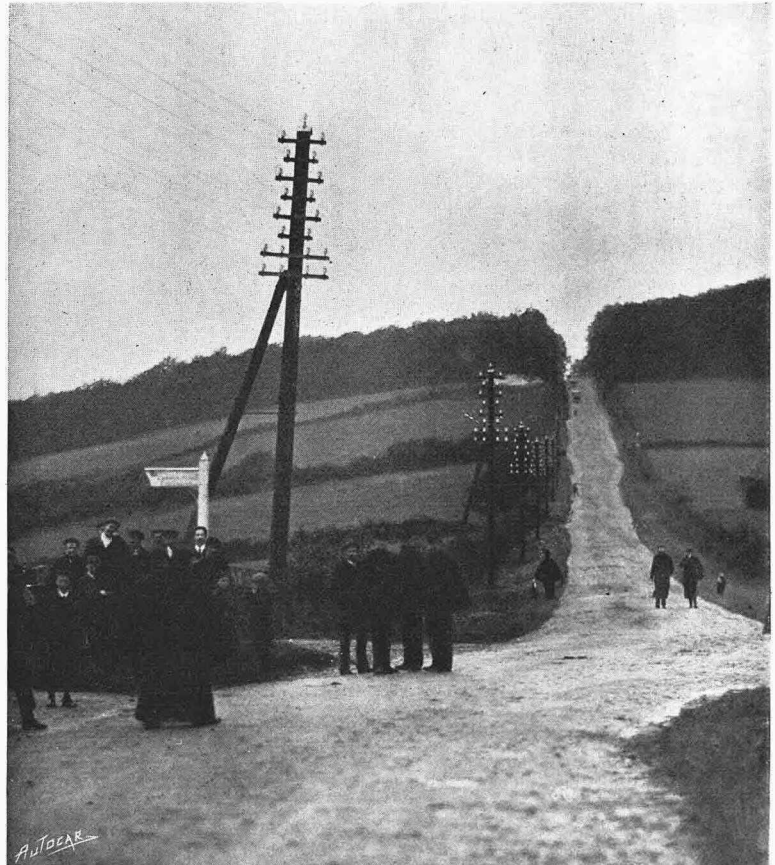
"The Health of M. George Prade" was then drunk, that eloquent gentleman returning thanks in a neat and sympathetic speech in his own language.

The toast of "The Chairman," which was warmly responded to, brought the proceedings to a close.

THE DASHWOOD HILL TRIAL.

The Dashwood Hill climb, appointed to take place at three p.m. on Friday last, and which was open to all vehicles entered for the Welbeck trials, fell out in a most unexpected manner. So far as we could learn, Mr. Johnson alone carried out the arranged programme of driving from Nottingham to Oxford on Thursday, and on the next day to the scene of the trial. Running out from London on Mr. Ernest Peall's smart little 8 h.p. Renault, we passed a police-sergeant and quite a dozen constables between West Wycombe and the foot of the hill, making their way thitherward, and evidently bent on mischief. Upon their arrival, the sergeant sought out Mr. Johnson, and courteously informed him that he had been instructed to time all cars over a measured portion of the hill, ascending and descending, and to take the names and addresses of all drivers exceeding the legal limit. Upon this announcement, Mr. Johnson took counsel with the officials and competitors present, and it was agreed to abandon the climb altogether. Mr. Jarrott had turned up with the "Soaring Seventy"; Mr. Overton with the 10 h.p. Georges Richard, had driven from Newhaven; Mr. Stocks with the 10 h.p. De Dion "Sulky"; Mr. Guttman with the Weston steam car; Mr. Rolls with the 20 h.p. Panhard; and some others, including Mr. Edge on his 16 h.p. Napier, together with about a score of visiting cars. Upon the above resolution being arrived at, all these turned about, and made for the Red Lion at High Wycombe, where, after taking tea and anathematising the short-sightedness—well-intentioned, though it was—of the daily press, who were responsible for drawing the attention of the police to the trials, all, with the exception of Mr. S. F. Edge, who headed for Market Harborough, took the road for London. Why the police should have interfered, we do not attempt to say. It is only on a literal interpretation of the regulations that they can have based their action,

and when it is remembered that the regulations were merely made for what the framers of the Act believed would be the safety of the general public, it is perfectly ridiculous to stop the trials, as the road is kept perfectly clear and the very little traffic thereon is warned. Further than that, it is not interfered with, as, if any horse-driver prefers to continue his progress and not wait to see the fun—most of them like to wait—the trials are stopped until the horse vehicle has passed out of the timing section. We can therefore only characterise the action of the



Deserted Dashwood, 4 p.m., Friday, 8th August. Note the solitary policeman keeping watch and ward over the small starting flag on the left.

police as pettifogging in the extreme. It is a pity the Premier was not present on this occasion.

A French paper has discovered that the King's Coronation present to his daughter, Princess Charles of Denmark, was an autocar.

"One feature unique in the history of coronations was the number of autocars which had been requisitioned to convey notabilities to the Abbey."

A RAILWAY INSPECTION CAR.

On previous occasions we have dealt with some different types of Mr. F. R. Simms's motor vehicle designs, particularly his war motor cars. His latest design is for a car which may be used for railway permanent way inspection in times of peace, while in the event of war the same machines could be used as a means of defence and keeping open the lines of communication so far as the railway is concerned. One illustration depicts the chassis of a machine built for the standard 4ft. 8½in. rail gauge, to which a suitable carriage body for inspection work may be fitted, or with very few alterations converted into an armour-plated mobile fort. The car is capable of a speed up to thirty miles per hour, and sufficient fuel and water may be carried for a

spiral springs in ordinary railway horn-plate boxes. The axles are of great strength, and made of Bessemer steel. All the wheels run on roller bearings. The car is propelled by a 7 h.p. Simms water-cooled motor, fitted with the Simms-Bosch magneto-electric ignition and timing gear, which, independently of the speed-changing gear, allows the car to be run at any speed up to its maximum.

The great feature of the Simms motor is that it is entirely automatic in action, this being attained by means of a constant level float-feed and the special system of ignition referred to. The motor produces its own igniting spark by means of the magneto-electric machine, and can be started at a minute's notice. The motor is fed by petrol or



run of two hundred miles. Ample accommodation for four men is provided, and for use as a war machine a one-pounder Maxim gun and a small machine gun are mounted, and about 400,000 rounds of ammunition carried. The armour is constructed in two parts, one protecting the machinery of the car and the other the occupants. The lower armour is of heavy Vickers nickel steel plates, and is fixed to the frame by special bolts provided with rubber buffers. The upper part of the armour is finely curved, and constructed of bullet-proof steel.

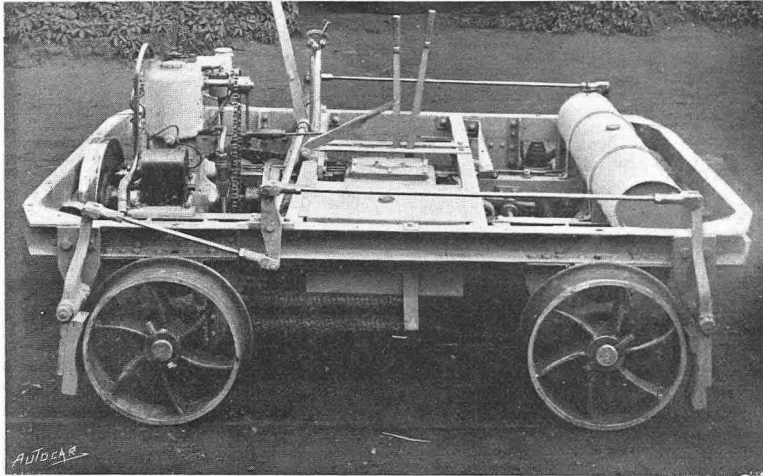
The car itself is constructed throughout of channel steel, and is absolutely rigid to withstand severe shocks and strains when running at high speeds, caused by sharp curves, or very sudden stoppages or starting. The car frame is further supported by

ordinary petroleum, and owing to the absence of any open flame, no danger from fire or explosion exists. Water cooling is employed, the fluid being circulated by a pump, and kept cool by radiators placed in front and at the sides of the car, in order to obtain full cooling surface in either direction. Four gallons of water suffice for a journey of eight hours. The lubrication of the motor is also entirely automatic, for on filling up the crank chamber of the engine every part is supplied with oil automatically through the motion of engine, and without the aid of any external sight feed-oilers.

The engine is coupled to the three-speed gear of Panhard type, contained in an aluminium dust-proof and oil tight box, by means of a Champion friction clutch. The power is transmitted to the driving

wheels by means of a countershaft, extending through the gear box, carrying a pinion connected by a Brampton chain to the sprocket wheel keyed to

the driving axle. The three-speed gear, which runs in an oil bath, also gives a reverse, by which the car may be run backwards on any of the speeds.



View with body removed.

All the machinery is underneath the foot-boards, so as to render all the space available for the men and stores. The motor, gear, and car are all operated by one man, there only being two levers to attend to besides the brake levers (foot and hand). Three powerful brakes are provided, capable of bringing the vehicle to a dead stop within five yards when travelling at full speed. The speeds are eight, sixteen, and twenty-four miles an hour, capable of being accelerated to thirty miles per hour. The normal speed of the engine is 1,200 revolutions per minute, which may be reduced to as low as 250, or increased to 2,000, by means of the timing gear, thus enabling the speed of the car to be regulated between the fixed gear speeds.

CONTINENTAL NOTES AND NEWS.

The Provincial Cup.

An encouraging thing about the sport of automobilism is the change which appears to have come over the authorities in their attitude towards autocar racing. At the beginning of the year, opposition to speed tests of all kinds was so strong that the clubs considered it useless to ask for permission to hold races, especially after the refusal of the Government to allow the cars at Nice to race on French territory, and for this reason it was found necessary to suppress the Pau meeting and the South-eastern circuit. Then the Minister of Agriculture stepped into the breach with his Northern alcohol meeting. Autocar racing thus became of national interest—at least, so far as the employment of alcohol was concerned, and even the most rabid opponents of automobilism did not dare to raise their voices against speed tests for fear of being accused of want of patriotism. After the alcohol circuit, it was easy to get permission for Paris-Vienna, with a tacit understanding that some prominence should be given to the new spirit, and now the Ardennes meeting has taken place under conditions which have not left a peg upon which to hang objections against the dangers of autocar racing. Opposition seems to have so entirely died out that the different clubs have every hope of seeing a revival of racing events in France. Had it been deemed desirable, there would probably have been little difficulty in getting permission to run off the Paris-Bordeaux race as an alcohol test, but the A.C.F. considered it preferable to abstain from asking too much, especially as the manufacturers themselves were not inclined to go to fresh expense so soon after the Paris-Vienna event. Paris-Bordeaux is therefore being reserved for next year, when it will once more resume its place as the chief event in the autocar programme. After the other big races, with their neutralisations and drawbacks of one kind and another, manufacturers and

automobilists still hold strongly to the classic course, where the magnificent road, which is known for every inch of the way, allows of the cars being driven at record speed. Meanwhile, the next event is to be the race for the Provincial Cup, which is to be run off on September 14th among the clubs belonging to the South-east Federation. This trophy has been won twice by the A.C. of Nice, and next month the holders will have to compete with the Lyons and Marseilles clubs. The race will be run on an out-and-home course of 150 kiloms. between Salon and Arles. At the same time a new event will be inaugurated over this course, under the name of the Criterium of Provence, and it is probable that the meeting will close with a hill-climbing test on Mont Ventoux, where the gradient has a length of thirteen and a half miles.

An International Federation.

An idea is taking shape in Germany for the formation of an International Federation of Automobilists, which will aim at developing the sport and pastime by organising international tours and races, and in other ways creating an interest in the autocar. One of the principal supporters of the scheme is Prince Hohenlohe-Oeringen, who has already received favourable replies from the German and Austrian clubs, and it is hoped that the French will also join the new association. One of the biggest things to be carried out by the proposed Federation is the organising of a race from Berlin to Vienna, and thence to Paris, while it is also intended to hold an exhibition in Berlin next spring, which, according to the Germans, will eclipse anything of the kind previously held. Before venturing upon such a bold statement, they should make sure that they have the support of the French makers, for a show without a representative display of French vehicles would be like the play of Hamlet with the Prince of Denmark left out.

Mr. W. K. Vanderbilt's Records.

After making several record attempts since the beginning of the year, Mr. W. K. Vanderbilt, jun., has probably been more successful than he could have anticipated, for on two consecutive runs he beat the wonderful time of M. Serpollet for the flying kilom. and the almost equally famous record of Henry Fournier for the milc. When M. Serpollet brought the time for the flying kilom. to within half a minute, it was considered that the petrol car had little chance of beating the steam vehicle over this short distance. Baron de Caters, however, demonstrated the possibilities of petrol by tying the record with his Mors car, and now on another vehicle of the same make Mr. Vanderbilt has done still better. Accompanied by two official timekeepers, he went to Chartres last week, and proceeded to the fine stretch of road in the direction of Ablis, where he made four unsuccessful attempts on the kilom. He then tried for the mile, which he covered in the marvellous time of $48\frac{2}{5}$ s., beating Fournier's record by $2\frac{4}{5}$ s. Encouraged by this performance, he went again for the kilom., which was done in $29\frac{2}{5}$ s., which is $\frac{2}{5}$ s. better than Serpollet's record. Mr. Vanderbilt's time is equal to seventy-six miles an hour. M. Serpollet considers that steam is by no means beaten, as his record at Nice was made at a first attempt, without being favoured in any way by the weather, and he believes that when next he tries (probably in September) he will put the kilom. record at a figure beyond reach of the petrol car.

AUTOMOBILE CLUB MOTOR CYCLE COMPETITIONS.

The annual motor-cycle competitions organised by the A.C.G.B. and I. are to be held on the Crystal Palace track on August 29th. There are three races down on the programme—a one hour's scratch race for motor cycles for *The Autocar* challenge cup, a five-miles handicap for the *Motor Car Journal* challenge cup, and a ten-miles handicap for the *Automotor Journal* challenge cup. The first event is fixed to commence at 5 p.m., the second at 6.15, and the last at 6.45. No entrance fees are charged, but the cycles and the riders must be registered under the competition rules of the club. Entries, giving (1) the name of the rider, (2) the maker of the cycle, (3) maker of the motor, and (4) the number of cylinders, with their bore and stroke in millimetres, must be in the hands of the Secretary, Automobile Club, 119, Piccadilly, by midnight on Saturday, August 23rd.

The handicaps will be formed in accordance with the capacity of the motor, and in the second event bicycle engines are limited to a capacity of 440,000 mm., the capacity being calculated by multiplying the bore in mm. by itself, and multiplying the result by the stroke in mm. Tricycle engines are limited to a capacity of 576,000 mm.

It may interest week-end motorists travelling between Coulsdon and Horley or in the Godstone district to know that several days have been set apart by the police for effecting captures during the next four weeks.

Correspondence.

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

PETROL CONSUMPTION.

[2569].—We note in your issue of last week a letter signed "Neophyte" on the subject of "Petrol Consumption," mentioning the Argyll voiturette with one of our motors. A car, practically the same as the Argyll, fitted with the Simms 8 h.p. motor, went through the Automobile Club hundred miles trial on October 1st last year. The car, with four passengers, weighed 15 cwt. 3 qrs. The run was practically non-stop, and the consumption of petrol for the total distance was 4.125 gallons for the hundred miles, which is about a third of that quoted by your correspondent.

We trust that these figures may be of interest to your correspondent. THE SIMMS MFG. CO., LTD.

BASIL H. JOY (manager).

[2570].—Your correspondent (2566) who enquires as to consumption must be misinformed as to the Panhard's voracity.

I lately returned from a trip through Wales and back by Welbeck on my 7 h.p. Phoenix Panhard-Levassor two-cylinder, using tube ignition all the time. I had a lot of hill-climbing and wet roads for two days. Distance run, 670 miles; petrol used, 28 gallons (including that used by burners).

I have sometimes on good roads and in warm dry weather got as much as 27.9 miles per gallon; so "Neophyte" need not be frightened. At home the stuff costs about 11d. per gallon; touring, 1s. 3d., 1s. 4d., and sometimes 1s. 6d. per gallon. FAFNER.

[2571].—I had an 8 h.p. Argyll car delivered to me in March last, and have had several non-stop runs of over one hundred miles, and find that the tank full of petrol, which I was informed holds three and a half gallons, will run the car one hundred miles with four adult persons on board. HENRY B. HEMMONS.

LEGISLATION.

[2572].—I am directed by the Executive Committee of the Automobile Club of Great Britain and Ireland to request you to permit the committee to announce in your columns that they do not propose to reply to the various objections to the registration of the Motor Vehicles Bill, which have been raised by correspondence in journals, but they have decided that a discussion on the questions connected with the Bill should be held at the Automobile Club on Thursday, the 6th November.

It is felt that this date may be convenient to automobilists generally, seeing that the annual run of the Automobile Club, to commemorate the passing of the Act of 1896, will be held on Saturday, the 8th November, and the annual dinner of the club on Friday, the 7th November.

Members of the Automobile Club and members of the Motor Union will be at liberty to attend the discussion. As membership of the Motor Union is available without election to all those who pay a subscription of one guinea a year, it is felt that membership of the two bodies above referred to will probably comprise the majority of those who would desire to be present.

It is hoped that Lord Russell and others who have written to journals criticising the Bill, will take part in the discussion, and that Sir Francis Jeune, the Lord Justice Clerk of Scotland, the Hon. John Scott Montagu, M.P., and other members of the Legislative Committee of the club, who gave hours of careful consideration to the question, may be induced to take part in the discussion.

In the meantime the Executive Committee suggest that those who are interested in this matter might, in thinking over it, take into consideration the following facts:

1.—It is evident that no Bill which does not provide for an efficient means of identification of motor vehicles whilst in motion on the road will receive the support of the county councils, a very large number of Members of Parliament, and of His Majesty's Government.

2.—Therefore, as matters stand at present, it is necessary to accept identification or allow the twelve miles an hour limit to remain.

3.—On considering the question as to whether it is better to continue to suffer under the twelve miles an hour limit, or to obtain its removal by submitting to identification, it might be well to bear in mind the fact that the authorities and the public are daily becoming more incensed and irritated by the reckless motorists, who, after inconveniencing, nay more, injuring, other users of the highway, drive on without stopping in order to avoid identification. As time goes on and the number of such cases increases, it may be difficult to obtain the abolition of the specific speed limit, or any other concession for automobilists.

Methods of identification would at once secure the punishment of the offenders who are now bringing automobilists generally into the worst repute.

If the proposed Bill be passed, a ready method of appeal to the High Court of Justice would prevent the unjust punishment of unoffending motorists, while identification would bring about the punishment of roughs and blackguards.

The existing attitude of most of the authorities gives reason for believing that the man who uses his automobile as a gentleman would have no reason to fear that he would be the victim of injustice.

C. JOHNSON
(Secretary).

[2573.]—I endorse fully the views most ably expressed in a letter by Mr. Norman D. Macdonald appearing in your issue of August 9th.

The proposal to number cars is monstrous, and that it should be countenanced by the A.C.G.B. and I. is incomprehensible. This district is one of those mentioned by your correspondent as slow and difficult to convert, and yet I can assure him that conversion is proceeding, and that time is wholly on our side. Hasty legislation is much to be deprecated; to gain an apparent advantage we shall put our necks in a noose.

There is also a side to the question, which may have been overlooked when considering the question from the Londoner's point of view. I am a Londoner, but for a part of the year I live here, and it suits me to use a car as a station trap; most of my neighbours happen to prefer horse-drawn vehicles. Is my private carriage to appear in the station yard among those of my friends and acquaintances disfigured by a placard proper to a cab? Such a regulation will naturally be considered offensive and derogatory by all quiet and decent people, who do not propose to alter their demeanour and habits simply because they employ a mechanical vehicle, and it will go far to inhibit the growing use of cars among such folks.

In my opinion, the right course is to endeavour by all means in our power to get the speed limit raised or removed, but not to buy this concession by a surrender of reasonable liberty.

BERTRAM BLOUNT.
Farnham.

NO WRITTEN CONFIRMATION.

[2574.]—I trust you will be able to find space in your valuable paper for the following particulars of a most unpleasant affair, of which I am the victim. Perhaps someone among your readers will be able to suggest a satisfactory way out of my difficulty, but, in any case, my misfortune may serve as a timely warning to other intending purchasers of motor cars. The following are the actual facts of the case:

Some ten weeks ago, I ordered from a well-known firm of motor agents in London a 10 h.p. Peugeot car, giving special instructions that the car, which was to be of the standard pattern, with tonneau body, was to be painted a certain colour and upholstered to match. I paid the deposit demanded, and was promised the car within a month. I patiently waited until a few days ago, when I received an intimation from the firm informing me that my car had arrived, and asking me to go to London to take delivery, which, of course, I did, being in high glee that my car was at last to hand. Imagine my disgust, on seeing the car, to discover that, although it was a 10 h.p. Peugeot, it was a double phaeton, and was painted red and upholstered in the same colour, and did not, therefore, fulfil the instructions I had given.

I was naturally much annoyed, and refused to take delivery of the car. The firm of agents, in addition, had the assurance to say that I had given no special instructions whatever when ordering the car, and, unfortunately, I had nothing in writing to prove that I had done so. To add to my disgust, I discovered that a car answering in every particular to the instructions I had given had actually been received from the manufacturers by the firm of agents some fortnight previously, and had been sold to another client, possibly at an enhanced value. Of course, I do not imagine that all manufacturers . . . treat their clients as the firm in question, but in any case, it is as well to take precautions and be on the safe side.

I trust that the foregoing facts may serve as a warning to others to be careful, not only with whom they deal, but to have everything down in black and white before paying a deposit.

MOIRTIMER. F. MIEVELLE.

ENGLISH COILS.

[2575.]—I notice in your last issue a correspondent speaks in favour of the Van Raden high speed trembler coil, and from the heading it is inferred that this is an English coil. If this is correct, and I do not believe it is, I should like to see a coil, and am a customer, but up to the present, I think I have seen all Messrs. Van Raden's coils, and they have not been satisfactory for use on an English-made car.

S. F. EDGE.

A BOON TO FRUIT GROWERS.

[2576.]—Perhaps some of your readers interested in motor traction would be glad to hear of the performance of a five-ton Thornycroft lorry on the road between Sittingbourne and London.

We left Chiswick at 9 a.m. on Tuesday, ran down to Sittingbourne, where we collected a full load of fruit, which we delivered at Covent Garden Market at four o'clock next morning. We accomplished the same run on each of the three following days, arriving on each occasion with the fruit in perfect condition, and in ample time for the market. This makes a total mileage of 360 miles in less than four days. This, I consider, is an excellent performance, and anyone acquainted with the road between London and Sittingbourne will quite understand to how severe a test we have put the vehicle. The first few miles of the road out of London is made entirely of cobble setts, and after passing these, there is not half a mile of flat road for the remainder of the journey.

I have personally had very considerable experience of cartage in general, and Covent Garden work in particular, and when it is further taken into consideration that the fruit thus brought in by road fetched better prices because in better condition than that carried by rail, I am convinced that there are most promising prospects for this work, which will not only be a commercial success, but also a great boon to the fruit growers thus brought into direct communication with their market.

ARTHUR PAGE.

THE HALIFAX AUTOMOBILE CLUB.

The Halifax Automobile Club had a run to Chester on August 2nd, but, owing to the inclement weather, only five cars started. The party consisted of Mr. G. E. Gar-side and Mr. H. R. Wood (hon. secretary), Wolseley car; Mr. and Mrs. J. Rhodes and family, De Dion car; Mr. and Mrs. Thomas, Darracq car; Mr. D. Sagar and family, De Dion car; and Mr. and Mrs. Sorsby, Darracq car. The cars assembled at the Plummet Line Hotel. The route taken was *via* Todmorden, Rochdale, Middleton, Stretford, Sale, and Bollington. Here members partook of tea, afterwards proceeding *via* Northwich and Kelsall to Chester. Comfortable headquarters were found at the Blossom Hotel, which has plenty of storage for motor cars, including an inspection pit.

The following day (Sunday), it was intended to proceed to Llandudno, but, owing to the bad weather, it was decided to return home by the outward route. The trip was thoroughly enjoyed, after a splendid run, leaving Chester about 11 a.m., and arriving in Halifax, a distance of sixty-eight miles, at 4.45 p.m., an hour and a half of this time being taken up for lunch.

Flashes.

The chauffeur, Dompnet, who was so injured by an accident when returning from the Ardennes Circuit, and who had his thigh amputated in the hospital of Coulommiers, has, unfortunately, died there.

* * *

Lord Cowley and Sir William Pierce, Bart., have lately purchased 16 h.p. Panhard cars fitted with Rothschild bodies from the British Automobile Commercial Syndicate, of Long Acre.

* * *

General Gallieni, the Commander-in-chief and Governor-general of France's newest colony, Madagascar, is a thoroughly up-to-date general, as he uses a motor car as a means of locomotion. The roads, of course, are mostly very bad, though the general is doing his best to improve them. He uses Falconnet compound tyres, and has driven a set over 20,000 kilogs. without repairs.

* * *

Messrs. Mann and Overton, of 24, Mortimer Street, London, W., who are the sole agents for the Georges Richard car, call our attention to the fact that in the late Paris-Vienna race the only voiturettes which carried two passengers successfully from Paris to Vienna were three 10 h.p. Georges Richard, similar to those that they are supplying to their customers. All the other voiturettes in the race had only the driver on board.

* * *

Messrs. Turcat, Mery, and Co., of Marseilles, write us pointing out that the illustration on page 128 last week in our report of the Ardennes Circuit is not Heath on his Panhard, but Mr. Loraine Barrow, the well-known amateur, on his De Dietrich. The De Dietrich, as all followers of automobile sport know, is a vastly improved machine, and very different from the complicated vehicles with which many English automobilists associate the name. It is now made under the Turcat-Mery system, and is an altogether up-to-date vehicle.

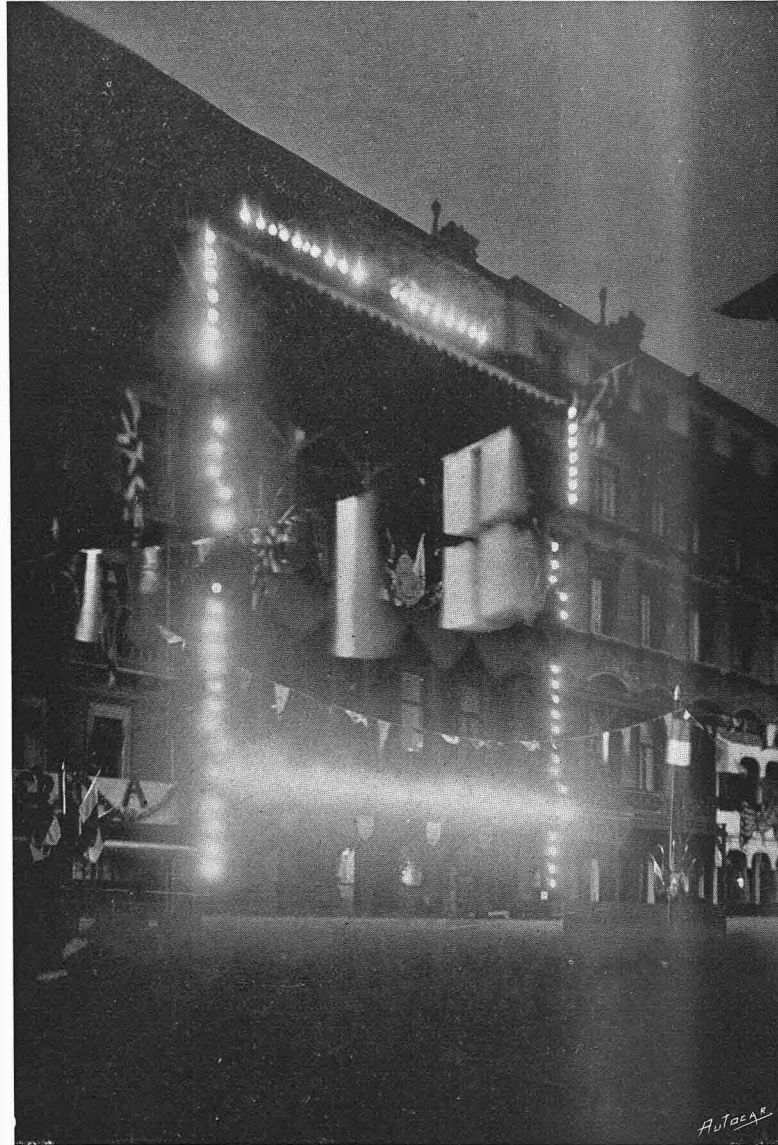
* * *

King Victor Emanuel III. is very fond of auto-caring, and during his residence at Racconigi (Piedmont) he takes great delight in making excursions in that beautiful district. On the 5th inst. His Majesty, accompanied by General Brusati and two other guests, started from Racconigi in the early morning and went to Pinerolo and Tenestrelle, hence passing the Col de Sestrières, Cesana, and Oulx, arriving at Susa at eleven o'clock. From here he climbed the Moncèins, wherefrom he returned home, reaching his summer Palace at 5.40 p.m.

The Manchester Automobile Club ran to Southport on Saturday last.

* * *

One of Mr. C. T. Crowden's assistants has been fined for furious driving. Mr. Crowden states that as the car was travelling on the slow speed at the time the charge was absurd. The assistant at the time was initiating someone into the art of driving.



The Automobile Club, 119, Piccadilly, illuminated on Coronation Night.

At the International Exhibition of Sports being held in St. Petersburg, Russia, the Minerva motor has obtained the gold medal—the highest distinction.

* * *

In our issue of August 2nd, in dealing with the Panhard gear, a slight error occurred on page 103. In fig. 2, the sectional elevation of the gear, the second speed gear wheel on the top shaft should have been lettered C¹ instead of B¹. The latter letter belonged to the third speed gear wheel on the same shaft.

There is good storage, with every facility for repairs, for cars of any size at Messrs. A. Farnell's, Manningham Lane, Bradford; the Bradford Motor Co., Manningham Lane, Bradford; and Rowland Winn, Great George Street, near Town Hall, Leeds. At each of these depots there is every convenience, and motorists travelling through Yorkshire should note the fact.

* * *

Rather a smart announcement has been brought out by Messrs. Michelin in one of the French papers. It takes the form of a cartoon, in which is shown a volcano in active eruption, with a Freemason busy with a valve, which he is fitting to the "leak" in the volcano. Underneath is the explanation—"Desirous of stifling the Humbert affair, our good Government fit a Michelin valve." The volcano, of course, represents the Humbert scandal.

* * *

We understand that Mr. Arthur Brown did not pay so high a figure for the Gordon-Bennett Napier car as stated. Of course, he gave a good price for the crack car, but it was not the fancy figure which was reported last week.

* * *

Last week, in publishing the illustration of Mr. Hewetson's 5,000 miles Benz, we mentioned that the motor cyclist was Jack Cousins. This was the name by which he was known in the thousand miles trial, but his full name is J. Cousins Nixon. At the time of the thousand miles he was but a boy, but now he is getting on in years it is well that the abbreviation should be dropped.

* * *

After the Paris-Vienna race we briefly commented upon the remarkable improvements which have been made in motor tyres in the last few months. We think there is no doubt whatever that their life has been doubled in the past two years—we might almost say within the last eighteen months. Another instance of this resistance of tyres to the hardest of hard work is found in the Continental tyres which Mr. Jarrott used in the Ardennes race. These were driven right through the 318 miles at an average speed of fifty-four miles an hour, and after the race the car was driven back to the coast, and that without even being pumped up. The same set were used for the Welbeck contest. What makes the performance of the tyres the more remarkable is the fact that Jarrott only made one stop, and that was simply for more petrol and oil. This shows that the tyres as now made are equal to withstanding the tremendous heat generated at high speeds, and they must have become exceedingly hot with only one short stop. In this respect it is probable that the Ardennes Circuit is the severest test which has ever been put upon the tyres, for, however hard other courses may have been, there has always been stops in controls, with long spells of slow running, which have given the tyres a chance to cool, particularly as water has been poured over them as the

car has been pulled up at each control. Of course, the Clipper-Continental tyres are the English equivalent of the Continentals, and are precisely the same make. We are at the present time testing a set ourselves, and shall report upon their behaviour subsequently.

* * *

M. Renaud Lacombe, whose ill-health has prevented him taking part in recent automobile tests, will start shortly for South America, where he intends crossing the Pampas on a new make of machine.

* * *

Some time ago we urged the claims of Wellingham or Cawkwell hills, on the Lincolnshire Wolds, as suitable venues for the suggested hill-climbing contests of the A.C.G.B. and I. Now that the police have barred Dashwood Hill, the suggestion as to Lincolnshire might at least be considered. There is little traffic, and there are no towns near.



Mr. H. W. Elworthy on his Quadrant motor bicycle with his twin boys in a trailer. Mr. Elworthy, it will be recollected, is the hon. sec. of the newly-formed Leeds and District Motor Cycling Club.

A Belgian brewer is reported to have been killed in consequence of his autocar colliding with a cart. The horses drawing the cart are alleged to have been killed outright at the same time.

* * *

Visitors to the Welbeck trials speak highly of the Dukeries Hotel at Edwinstowe, the "Swan" at Mansfield, and the "Bell" at Leicester, which many know from the Municipal Engineers' meeting of last year.

* * *

The Road Carrying Co., Ltd., of Liverpool, have purchased a 10 h.p. Georges Richard car from Messrs. Mann and Overton for the use of Mr. Shrapnell Smith, the general manager, and Mr. Rosenheim, the engineer. These two gentlemen received the new car in London the other day, and drove up to Liverpool in nine and a half hours' running time. Mr. J. T. Overton accompanied them, and they carried luggage as well, so that the average maintained was thoroughly good.

Mr. F. W. Baily confirms the good opinion we recently expressed regarding the Marine Hotel, Selsey. Acting on our recommendation he ran down there during the Bank Holiday, and was extremely pleased with the hotel and its management.

* * *

In our report of the Ardennes Circuit mention is made amongst the classified motor bicycles of the "Sarolsa." This was a misprint, the machine referred to being the "Sarolëa," a bicycle which is manufactured at Herstal. Mr. H. Friedenham, 16-20, Farringdon Avenue, London, E.C., is the English agent.

* * *

Mr. Archibald Ford, of the Motor Car Depot, Liverpool, is educating the horses in his neighbourhood to the presence of the motor car on the highway. He drives one of his firm's cars up and down a wide route of about a mile long every day at eleven o'clock for an hour, and already a great many horse-owners make their horses meet the car regularly, to familiarise them with the motor vehicle.

* * *

The Swain Tyre Co. have been experimenting for the past two years with motor tyres, and they tell us they now have a tyre that is of a particularly good wearing quality and suitable for light cars. The heavy car tyre is now in testing, and will be ready shortly. The tyre is manufactured on the same principle as the Swain and Horwich cycle tyres, having no wires, thickened edges, or any mechanical fastenings. The tyre is built up in the raw state, and thoroughly vulcanised together—there being a layer of rubber between each layer of fabric. This, the makers claim, prevents the fabric parting from the rubber, owing to the great heat caused by travelling at high speed.

* * *

Another severe test has recently been undergone by a Werner motor bicycle, M. Favares de Mello, the vice-president of the Union Velocipedique Portugaise, having ridden one of these machines from Oporto to Lisbon. The distance is 336 kilometres, and the roads are exceedingly hilly, and for the greater part of the way very bad. The weather was also extremely bad, but for all that the little bicycle, although only a standard 1 h.p. machine, ran through in 11h. 26m., and its record has been verified by the Portugese Bicycle Union. Speaking of the Werner reminds us that this company has set its face, and wisely, we think, against the manufacture of racing monsters. All the machines which have been used in the Continental races, such as the Circuit du Nord, Ardennes Circuit, and the Paris-Vienna were ordinary standard machines so far as the engines were concerned, any differences being entirely of the superficial sort, such as removing mudguards, heightening of gear, or fitting of a seat-pillar to droop backward, to enable the rider to assume the approved monkey-on-a-stick attitude for racing purposes, so as to reduce windage. Of course, the ordinary road rider sits upright, as there is no necessity for him to consider such an item as wind resistance. In other words, he puts comfort before speed, whereas a man who is racing, if he wants to win, naturally puts speed before everything else.

A motor car meet was held at Luton Hoo Market Park, Bedfordshire, in honour of the Coronation under distinguished patronage. An automobile battle of flowers took place, and all the proceeds were devoted to the Luton Cottage Hospital. Panhards, Mors, Darracqs, Renaults, and other cars took part in the display.

* * *

"Heather" sends a letter for our correspondence columns in reference to the announcement made in our last issue, page 143, with regard to the separation of the Eastern and Western sections of the Scottish Automobile Club, so far as the work of the honorary secretary is concerned. "Heather" disagrees with the change, and considers it unnecessary, as the membership is not, in his opinion, sufficiently large to warrant the change. He also criticises the general council of the club. We would suggest that he ventilates his grievances fully at the next general meeting of the members.

* * *

Mr. J. W. Lancaster writes us detailing a most unpleasant experience. On August 8th he was served with a summons to appear at the Beaconsfield Police Court to answer a charge of furiously driving an autocar on the Bath Road on July 27th. As a matter of fact, on this particular day Mr. Lancaster was on the Thames, and neither drove nor was a passenger in a car. However, there was no help for it, and all that could be done was to appear and waste practically a whole day going down into Buckinghamshire and back. To Mr. Lancaster's disgust, he found that someone had given his card to the sergeant of police who had stopped him. He feels, and we are entirely at one with him, that such an action is a disgrace to the pastime, and we hope that the person who gave Mr. Lancaster's card in place of his own, unless, of course, he did it accidentally, will be found out. If he is, there is no doubt that he will find the company of automobilists is not desirable.

* * *

It is the custom—and a custom we should be very sorry to see dropped—of referring to an officer as gallant, but we are afraid, from his own confession, we can hardly apply the adjective to Colonel Gordon, the chairman of the Market Rasen Bench, who fined an automobilist the other day for an alleged commission of twenty miles per hour. The soldier magistrate stated that when out driving he had been nearly thrown into ditches by "those motor cars," and now he was so nervous that for personal safety he hoisted a red flag when he saw or heard a motor car coming towards him. He did not mention whether he had a flag-pole erected on his horse vehicle on which he could hoist the flag or whether he did it on his whip, but it would be interesting to know this, and also to know how the colonel was thrown *nearly* into ditches. Apparently there are some motor cars in the Market Rasen district which are uncommon. They evidently have a habit of shovelling up magistrates, but instead of throwing them into the ditch they miss their aim. Altogether we are really sorry for the gallant colonel's timidity, for it is said that the brave only die once. Will someone break his horse for him?

The Ormonde Motor Co., of Wells Street, Oxford Street, who are the sole agents for the United Kingdom for the Kelecom motor, dispute the statements which have been in circulation that four bicycles fitted with the Kelecom motor were beaten by eight points in a match—held in Brussels—with another make of motor bicycle having a much smaller motor. They also state that no Kelecom bicycle motors have ever been made with 86 by 88 mm. cylinder, as was stated. In support of their claims for this motor the Ormond Co. offer to give their opponents an opportunity of repeating the performance in this country, using the identical engines employed upon the previous occasion, provided the company are allowed to erect the said motors in their workshops upon English frames and tyres. The match to be for fifty miles upon road or track, the loser paying to the Starley Memorial Fund the sum of £50.

* * *

The Manchester Post-office authorities have decided to substitute motor vans for mail carrying between Manchester and Sale, Altrincham, Urmston, and Flixton, by way of Chorlton-cum-Hardy and Stretford. Messrs. Marshall and Co., Clayton, Manchester, have been favoured with the contract. The service will be commenced on November 1st with specially-constructed vans of 18 h.p., to carry an approximate load of 25 cwts. The vans will leave Altrincham at 8 p.m., arriving in Manchester (a distance of ten miles) at 8.55 p.m., and will return at 4.30 a.m., arriving at Flixton at 6.15 a.m., the total distance covered on the return journey, including intermediate places, being seventeen and three-quarter miles. Messrs. Marshall and Co. have been experimenting for some time with vans for weights up to 25 cwts., and are now constructing several for firms in the Manchester district. The results of the experiments lead the firm to think that the vans will prove entirely satisfactory.

WANTED, A COMPACT VOLTMETER.

Cannot some of our watchmakers devise a voltmeter more nearly approximating to the size of a lady's watch than the prevailing clumsy things which resemble the "turnip" watches of our grandfathers' days? It might be arranged so that the wire is enclosed in a leathern thong to serve, if desired, as a "watchguard" between the rider's pocket and buttonhole, so that there need be no receptacle for the wire to be contained inside the voltmeter case. Motor cyclists especially want such a compact voltmeter.

THE COMPLETION OF THE 5,000 MILES TRIAL.

Mr. Hewetson has now completed his 5,000 miles endurance trial on his Benz car, which will be sold in September and the proceeds given to the King's Hospital Fund. Notwithstanding the bad weather and the roads, the car went through without a single hitch, and as it appears to be none the worse for the distance covered, a good sum ought to be raised by the sale.

MARTIN'S PNEUMATIC TYRE (FOREIGN) SYNDICATE, LTD.

On Friday last week, in the Chancery Division of the High Court, Mr. Jenkins, K.C., in the case of Ingham v. Martin's Pneumatic Tyre (Foreign) Syndicate, Ltd., moved to restrain the defendants from selling, transferring, or otherwise dealing with the patent or like rights relating to the invention mentioned in the notice of motion. Counsel said the deed upon which the dispute turned was the most impossible he had ever had to construe.

His Lordship (to Mr. Stokes, for the defendants): Do you understand it, Mr. Stokes?

Mr. Stokes: No, my lord. (Laughter.)

His Lordship: Then you can't expect me to understand it to-day.

Mr. Jenkins said his client was entitled to three-sixteenths of the property, and all he wanted was that it should be kept safe pending the trial of the action. They were not tyres for bicycles that formed the subject of the patent, but tyres for heavier vehicles, like motors, etc., and invented by Mr. Martin.

After some discussion, Mr. Stokes agreed to give an undertaking, without prejudice to any question, not to sell without providing for the plaintiff's three-sixteenths till the trial, and on this footing the motion stood till the trial, the costs to be costs in the action.

New Patents.

This department is conducted by Mr. G. Douglas Leechman, consulting engineer and registered patent agent, 18, Hertford Street, Coventry 32, York Street, Dublin; and 9, Exchange Chambers, New Street, Birmingham; from whom any further information respecting patents, designs, and trade marks may be obtained.

The following list of printed specifications was published on 7th August, 1902. All notices of opposition to the granting of patents on the several applications should be filed not later than 23rd February, 1903.

1901.

15,394.—Blackwood, M. E. Combined motor grass mower, roller, and watering apparatus.

15,707.—Harrison, R. Wheel having elastic cushions interposed between alternate projections on the body and rim.

16,276.—Richter, C., and Eschler, R. T. Electric motor wheel having both the stationary field magnets and the rotating armature in the rim.

16,307.—Statter, J. G. Pneumatic transmission comprising a prime motor, an air compressor, and an air expansion engine.

16,994.—Wigley, F., and Mulliner, H. H. Condensers having steam or water circulating tubes traversed by air tubes.

17,033.—Thompson, W. P. (Koch and Palm). Pneumatic tyre cover having layers of tough material, some of which are under little or no tension, and protective rim strips.

17,257.—Straker, S. S. Heavy steam-propelled vehicle and wheels for same.

18,283.—Roe C. and H., and Knight, H. Epicyclic variable speed and reversing gear.

19,484.—Sparrow, R., and Jensen, N. F. Detachable hub brake applied by a button on a wire.

1902.

444.—Price, R. B. A supplemental rim is secured within the main rim, and has its edges bent inwards to secure the tyre, which may have a stiffening insertion.

2,741.—Lober, J. F. Pneumatic tyre with air chamber of triangular section, a wide tread, and bracing webs at intervals.

9,275.—Brookes, A. G. (Moffett Bearing Co.) Improvements on the roller bearings described in Specification No. 14,029 of 1900.

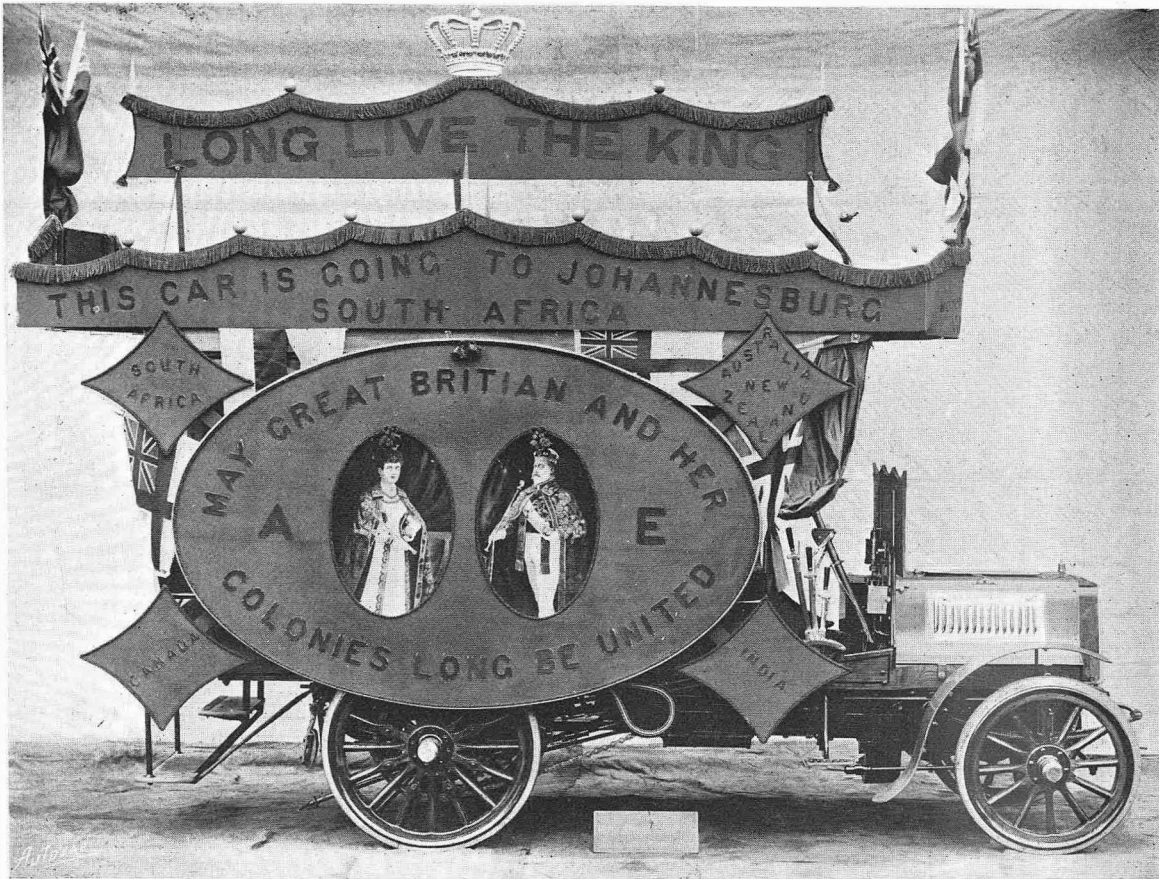
10,716.—Thompson, W. P. (Nürnberg Motorfahrzeugfabrik "Union"). Friction gearing in which two friction wheels are compressed between two opposed discs.

10,778.—Streton, E. A. Device for lifting, retaining, and releasing exhaust valves.

11,426.—Monkes, A. R. Telescopic portable supports for motor cycles.

11,857.—Polack, M. Hollow tyre or cover with inwardly curved sides and wedge-shaped tread.

DRIVEN IN THE GODIVA PROCESSION.



Coronation Day was celebrated in Coventry by a repetition of the historic Godiva pageant. This has been held at regular intervals for hundreds of years, and the last occasion on which it took place was the Diamond Jubilee of Her late Majesty Queen Victoria. Besides historic characters dating from Godiva's time onward, not to mention the Lady Godiva herself, there were representations of local industries in the procession, operations typical of the various trades being exhibited on suitably decorated

lorries. To represent the motor industry, the Motor Manufacturing Co. sent one of their 12 h.p. public service cars, which is one of a batch to be shipped to Johannesburg. The vehicle was decorated appropriately for the occasion, as shown in our illustration above. The car in question is the ninth of twelve ordered for the same service. The motors are four-cylinder ones, the transmission being the same as used upon the ordinary cars, excepting that there are four speeds instead of three.

Answers to Correspondents.

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

J. L. White.	G. S. Scott.
G. Finch.	A. Ledger.
J. Bruce.	H. R. (Bristol).
S. H. Wellington.	A. Paterson.
Phos.	W. Ward.
Hawkstone.	B. R. (London)
W. W. Harrington.	F. Parker.
J. G. Griffith.	Locomobile.
W. H. Penman.	H. Fletcher.
Expectans.	L. C. Hearsey.
Dr. Thomas.	E. Spanton.
Commander G. I.	Sclater, R.N.
B. Cochrane.	R. E. Gates.
J. L. Lee.	W. G. Forbes, M.B.
J. A. Blaney.	

Our thanks are due to the following for items of news and various topics of interest which have been or will be dealt with: C. R. Garrard, E. Turvey, R. L. Elliott, W. A. Luning, and others.

NOTICES.

SUBSCRIPTIONS.

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