



M. DELAHAYE.



PANHARD & LEVASSOR.



PANHARD & LEVASSOR.



LANDRY & BEYROUX.



PEUGEOT & CO.



PEUGEOT & CO.

Recent French Models.

We give our readers in this issue illustrations of a number of the carriages which competed in the Paris-Marseilles race.

Of these Nos. 6, 8 and 5, Panhard & Levassor's, are propelled by Daimler motors of four or six horse power. These motors are placed in the front of the vehicle, are vertical, and employ the hot tube ignition.

Cut gears give the different speeds ; the wheels are fitted with solid tires and are pivoted at the hub.

Numbers 44 and 46 carry the new horizontal Peugeot motor of four horse-power, with two parallel cylinders and pistons working in the same crank shaft.

With the exception of the motor the Peugeot carriages differ little mechanically from those of Panhard & Levassor.

The carriages numbered 41 and 42 also carry two-cylinder horizontal motors invented by M. Delahaye, but the ignition is electric instead of by the hot tube, and the transmission is by pulleys and cross belts, and sprocket and chain. The wheels are fitted with Michelin pneumatics.

The vehicles of the Maison Paris Voitures Automobiles are driven by horizontal Benz motors of four horse-power, with single cylinders and electric ignition. Transmission is by belts and the rubber tires are solid.

Landry & Beyroux's carriage, No. 26, is propelled by a four-horse vertical motor of their own construction, rather heavy, but reliable in its action. Ignition is electric, and transmission is by gears.
