

# THE AUTOMOTOR

AND

# HORSELESS VEHICLE JOURNAL

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A RECORD AND REVIEW OF APPLIED AUTOMATIC LOCOMOTION.

Circulates amongst Makers and Users of Motor-Cars, Cycles, etc., in the United Kingdom, the Colonies and the Continent.

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## THE PARIS-AMSTERDAM-PARIS MOTO-VEHICLE COMPETITION.

ORGANISED by the Joint Committees of the French and Belgian Automobile Clubs, this procession of motor-vehicles from Paris to Amsterdam and back has involved much labour and difficulty in bringing to a successful issue. At one time it seemed as though the idea of such a competition would have to be abandoned, owing to the difficulties in selecting the routes and the generally indifferent nature of the roads in Belgium. However, thanks to the indefatigable labours of the Committees, roads were repaired in places, and arrangements for accommodation, stores, supplies, repairs, &c., made. In the early stage of the idea it was proposed to race to Amsterdam, but clearly a race in the ordinary acceptance of the word was out of the question, as being not only attended with considerable risk in consequence of the state of the roads, but it was also at variance with the legal regulations obtaining in many towns as to the speed

of vehicles, these regulations being much more drastic in Holland and Belgium than in France, and also extremely primitive in their character. Thus the question of what constitutes excessive speed is not determined by the number of units of length passed over in a unit of time, as with us, but by comparison with the performances of a local cart-horse. Thanks, however, to the influence that the two Clubs were able to exert in high places, the local authorities considerably relaxed their regulations and in other ways facilitated the success of the competition. It was found, too, that while many automobilists were desirous of participating in the competition, yet they were not disposed to indulge in racing; hence the competition was resolved into two parts—the one comprising those who wished to cover the ground in the least time, and the other those who desired to make it a tour. In the first (that is, for the race) there were 62 entries, and in the second (for the tour) there were 32.

The vehicles entered were divided into three separate classes, and these were subdivided into groups. Class A was for vehicles entirely propelled by mechanical means, and having at least seating capacity for two people. This class included three groups, the first being those vehicles having a seating accommodation for two persons, the second those seating four or five persons, and the third those carrying six or more persons.

Class B comprised motorcycles. These vehicles had to be mechanically propelled, with or without the adjunct of muscular effort; the weight empty, without passengers or stores, being limited to 200 kilos = 440 lbs. In this class there were four groups: the first including motorcycles weighing less than 220 lbs. empty, and fitted for one passenger; the second, motorcycles also weighing less than 220 lbs., but fitted for more than one passenger; the third, motorcycles weighing from 220 to 440 lbs., and carrying one person; and the fourth for motorcycles of this weight, but fitted for carrying several persons.

Class C comprised those vehicles which could not be included in the two previous classes.

Such a great distance between the two capita's necessitated the race, or, more correctly, the procession, being divided into stages; the programme finally arranged was:—Leaving Paris on July 7th, the first stage was Champigny, Villiers, Jorsequy, Coulommiers, Montmerail, Champaubert, Epernay, Reims, Rocroy, Fermoy, Givet, Giergron, Ardenne—distance, 199.6 miles. The second stage, on July 8th, was Ardennes-Nymèque, a distance of 165 miles. The third stage, on July 9th, was Nymèque-Amsterdam—distance, 68.5 miles. The fourth stage, on July 10th, included excursions in the neighbourhood of Amsterdam, but on this date the first stage for the return journey was arranged—it was Amsterdam-Liège—distance, 179.0 miles. The sixth stage was, on July 11th, Liège, Luxembourg, Verdun—distance, 164 miles; and on the 12th the final stage was Verdun, Chalons-sur-Marne, Melun, to Paris (Porte Maillot)—distance, 193 miles, the total distance being 943 miles corrected.

The following table contains the particulars of the vehicles arranged according to their classification. The first part relates to the vehicles entered for the race, and the second part those which were entered for the tour:—

## List of Vehicles taking part in Race.

Official No.	Name of Owner.	Name of Builder.	Motor.	
			Type.	Power.
<b>CLASS A, GROUP 1.—Vehicles carrying two or three persons.</b>				
1	Charron .. ..	Panhard et Levassor	Phénix	8
2	Gilles Hourgières .. ..	" "	"	8
3	Clément .. ..	" "	"	8
4	Ed. Adam .. ..	" "	"	8
5	Leys .. ..	" "	"	6
6	De Knyff .. ..	" "	"	8
7	E. Voigt .. ..	" "	"	6
8	Heath .. ..	" "	"	6
9	Balacéano .. ..	" "	"	6
10	G. Vinet .. ..	Amédée Bollée	A. Bollée	8
11	Ed. Gaudry .. ..	" "	"	8
12	Baron de Dietrich .. ..	" "	"	6
13	Baron Turckheim .. ..	" "	"	6
14	René Loysel .. ..	" "	"	8
15	Vicomte de la Combe .. ..	Panhard et Levassor	Phénix	6
16	Lord Carnarvon .. ..	Peugeot	Peugeot	6
17	Antony .. ..	" "	"	6
19	Soc. Anon. Peugeot .. ..	" "	"	8
20	" " " " .. ..	" "	"	8
21	" " " " .. ..	" "	"	8
30	Vallée .. ..	Vallée	"	6
31	A. Bollée fils .. ..	Amédée Bollée	A. Bollée	8
33	Georges Richard .. ..	Georges Richard	Richard	5
34	Sté. Georges Richard .. ..	" "	"	5
36	Breuil .. ..	Peugeot	Peugeot	8
46	Roscoff .. ..	Mors	Mors	6
47	Docteur Pascal .. ..	Panhard	Phénix	8
49	Levegh .. ..	Mors	Mors	6
50	Chesnay .. ..	" "	"	6
51	Vital - Bouhours et Duret .. ..	Georges Richard	Richard	4
52	Duchan .. ..	Panhard	Phénix	6
53	Soc. Cont. Automobile .. ..	Gauthier et Wehrlé	G. Wehrlé	6
54	" " " " .. ..	" "	Benz	6
56	Maison Parisienne .. ..	Maison Parisienne	"	6
57	Delanaye .. ..	Delahaye	Delahaye	6
63	V. Popp et fils .. ..	Victor Popp	E. Lacoste	8
64	Roch, Brault et Cie. .. ..	Soc. Franco-Belge Automobile	Wincke	7
67	Automobiles Léo .. ..	Automobiles Léo	Pygmée	9
<b>CLASS A, GROUP 2.—Vehicles carrying four or five persons.</b>				
29	Soc. Anon. Peugeot .. ..	Peugeot	Peugeot	8
35	Jacques Marcel .. ..	Panhard et Levassor	Phénix	8
38	Broc .. ..	Mors	Mors	8
45	De Dion et Bouton .. ..	De Dion et Bouton	De Dion et Bouton	8
48	Vicomte de la Barre de Nanteuil .. ..	Amédée Bollée	A. Bollée	9
55	Soc. Cont. Automobile .. ..	Gauthier et Wehrlé	G. Wehrlé	6
58	Delahaye .. ..	Delahaye	Delahaye	6
62	Vicomte Popp et fils .. ..	Victor Popp	E. Lacoste	8
65	Maison Parisienne .. ..	Maison Parisienne	Benz	6
68	Automobiles Léo .. ..	Automobiles Léo	Pygmée	6
<b>CLASS A, GROUP 3.—Vehicles carrying six persons, or over.</b>				
66	Maison Parisienne .. ..	Maison Parisienne	Benz	9
<b>CLASS B, GROUP 1.—Motocycles weighing less than 220 lbs., and carrying one person.</b>				
18	De Santos Dumont .. ..	De Dion et Bouton	De Dion et Bouton	1½
27	Vicomte Gaétan de Meaulne .. ..	" "	"	1½
39	De Dion et Bouton .. ..	" "	"	1½

Official No.	Name of Owner.	Name of Builder.	Motor.	
			Type.	Power.
<b>CLASS B, GROUP 1—(contd.).</b>				
40	De Dion et Bouton .. ..	De Dion et Bouton	De Dion et Bouton	1½
41	" " " " .. ..	" "	"	1½
42	" " " " .. ..	" "	"	1½
43	" " " " .. ..	" "	"	1½
44	" " " " .. ..	" "	"	1½
61	Georges Ducom .. ..	" "	"	1½
69	Marcelin .. ..	Phébus	"	1½
72	Comiot .. ..	Comiot	"	1½
<b>CLASS B, GROUP 3.—Motocycles weighing less than 440 lbs., and carrying one person.</b>				
28	Soc. Decauville .. ..	Decauville	Decauville	2½
29	" " " " .. ..	" "	"	2½
70	" Anon. Voit. Bollée .. ..	Soc. Anon. Voit. Bollée	L. Bollée	4
71	" " " " .. ..	" "	"	4
<b>List of Vehicles taking part in Tour.</b>				
<b>CLASS A, GROUP 1.—Vehicles carrying two or three persons.</b>				
104	Eschart .. ..	Mors	Mors	5
105	Soc. Decauville .. ..	Decauville	Decauville	2½
106	E. Manchon .. ..	Panhard et Levassor	Phénix	4
109	Laforge .. ..	Baille Lemaire	"	5
115	De Dietrich .. ..	De Dietrich	A. Bollée	6
120	Michelin .. ..	Panhard et Levassor	Phénix	6
123	Stephen Ribes .. ..	Delahaye	Delahaye	8
124	Ricard .. ..	Peugeot	Peugeot	6
126	Diligeon .. ..	Hurtu	Hurtu	4
128	Delahaye .. ..	Delahaye	Delahaye	6
<b>CLASS A, GROUP 2.—Vehicles carrying four or six persons.</b>				
103	Delizy .. ..	Panhard et Levassor	Phénix	6
108	Roch-Brault .. ..	Soc. Franco-Belge Automobile	Winck	6
114	De Dietrich .. ..	De Dietrich	A. Bollée	9
116	" " " " .. ..	" "	"	6
119	Guyenet et Balvay .. ..	" "	Daimler	8
121	Walrus .. ..	Mors	Mors	6
125	Lapanne .. ..	Panhard et Levassor	Phénix	6
129	Delahaye .. ..	Delahaye	Delahaye	6
<b>CLASS A, GROUP 3.—Vehicles carrying six or more persons.</b>				
101	Pierron .. ..	Panhard et Levassor	Phénix	12
118	Léon de Bertier .. ..	Amédée Bollée	A. Bollée	9
130	Delahaye .. ..	Delahaye	Delahaye	8
131	" " " " .. ..	" "	"	8
132	A. de Lucenski .. ..	" "	"	8
<b>CLASS B, GROUP 1.—Motocycles weighing less than 220 lbs., and carrying one person.</b>				
107	Riguelle .. ..	De Dion et Bouton	De Dion et Bouton	1½
110	Laurent .. ..	" "	"	1½
111	Degrais .. ..	Marot	"	1½
112	Comte de Périgord .. ..	Créanche	"	1½
113	Georges Debacker .. ..	" "	"	1½
122	Griet .. ..	Berthoume	"	1½
<b>CLASS C.—Various.</b>				
102	G. Piet Lataudrie .. ..	Bollée	"	3
117	Soc. Decauville .. ..	Soc. Decauville	"	3
127	Soc. Anon. Voit. Bollée .. ..	Soc. Anon. Voit. Bollée	L. Bollée	3

Unlike the Paris cab trials, the present competition possessed little of interest to the constructor, although it must be admitted that the successful accomplishment of such a long and trying journey is a valuable test of endurance and good workmanship. Several of the vehicles had been specially built with a view to breaking the record, and were fitted, as will be seen by a reference to the accompanying table, with exceptionally powerful motors. The roads were generally of an inferior description, especially near the French frontier, and not a few accidents resulted in consequence of this.

Possessing, as we say, but few features of technical interest, it is not our intention to describe each day's proceedings or to analyse the performances of the various vehicles. The net results are contained in the following table, which refers entirely to those vehicles taking part in the race:—

Order of arrival.	Official number.	Net time corrected.	Mean speed.
<b>Class A—</b>			
1	1	h. m.	m.p.h.
2	3	33 04	26.82
3	11	33 25	25.74
4	6	84 8	25.2
5	14	34 58	24.66
6	4	35 19	24.36
7	19	35 45	24.00
8	21	36 20	23.64
9	49	38 26	22.38
10	17	38 41	22.20
11	50	39 30	21.60
12	2	43 58	19.56
13	8	46 50	18.48
14	47	48 58	17.52
15	51	52 30	16.38
		57 27	14.94
<b>Class B—</b>			
1	69	39 36	21.78
2	43	41 20	20.82
3	39	52 42	16.32
4	41	54 19	15.84
5	27	58 51	14.64
<b>Class C—</b>			
1	29	50 14	17.16
2	71	54 8	15.84

It will be seen that the speeds attained were really very high, the highest being more than twice that allowed by the British law, while the lowest is also higher than is permitted by the latter.

The following is a list of the winners in the race, together with the amount of the prizes:—

**CLASS A, GROUP 1.—Vehicles carrying two or three persons.**

Name	Prize (Francs)
Charron .. .. .	4,000
Clément (Girardot) .. .. .	2,000
Gaudry .. .. .	1,700
De Knyff .. .. .	1,500
Loysel .. .. .	1,200
Adam .. .. .	1,000
Peugeot (Doriot) .. .. .	700
Peugeot (Krœutler) .. .. .	600
Levegh .. .. .	550
Antony .. .. .	500
Chesnay .. .. .	450
G. Hourgières .. .. .	400
Heath .. .. .	350
Docteur Pascal (J. Parix) .. .. .	300

**CLASS B, GROUP 1.—Motocycles weighing less than 220 lbs., carrying one person.**

Name	Prize (Francs)
Marcellin .. .. .	1,000
Osmond .. .. .	500
Corre .. .. .	400
Teste .. .. .	300
G. de Méaulne .. .. .	200

**CLASS B, GROUP 3.—Motocycles weighing over 220 lbs. and under 440 lbs., carrying one person.**

Name	Prize (Francs)
Decauville (Corbière) .. .. .	1,000
Voiturette Bollée (Léon) .. .. .	500

It was a condition for obtaining a prize that competitors in the race should attain a speed of, at least, 15 miles per hour for ordinary vehicles, and 12 miles per hour for motorcycles.

There were the usual crop of accidents, but nothing really very serious or involving any personal injury. One or two vehicles received damage through collision. One was upset in a ditch, and the contents of the petrol tank igniting set fire to the vehicle. A rider of a motorcycle, by a curious mischance, steered his machine into a horse-pond and fell off; his machine pursued its course and emerged at the other side, being, however, captured before doing any harm through being out of control.

As usual the wheels gave the most trouble. Many vehicles suffered from insufficient axle surface and had hot bearings, others had trouble with their tyres, especially if these latter were solid. Of all the vehicles fitted with solid tyres, but one, we understand, succeeded in accomplishing the whole journey, this was No. 118, which was a large vehicle carrying six persons, and weighing upwards of 3,300 lbs., its mean speed was 16.7 miles per hour. It gained the prize in its class, and ran most successfully; it is fitted with that kind of tyre known as the "Ideal" in this country and as the "bande Kelly" on the Continent.

As an interesting fact it may be stated that more than 3,200 gallons of petrol, costing 22,500 francs, were consumed during the competition. On the whole the race must be considered a satisfactory demonstration of the speed and staying qualities of well-built vehicles. In the present state of public opinion, both in France and England, as regards speed it must be confessed that the results of the Paris-Amsterdam-Paris race were of a negative character as such speeds as were attained are in most places illegal. Perhaps the most useful information disclosed by this race is the great improvement that has taken place in matters of detail. The machines are much more reliable and easier to manage and under better control than those of earlier models.

As will be seen, M. Marcellin, the well-known rider, was the winner in the class of motor-tricycles. We understand he used the new Dunlop motor-cycle tyre, and went through the whole journey without a single puncture.

**The Flash-Point of Petroleum.**—At the recent meeting of the London County Council the Public Control Committee reported at length upon the reference from the Council as to the prevention of petroleum lamp accidents. They agreed with the recommendation of the Select Committee upon the subject, and urged that the Government should introduce during the present Session a short Bill for raising the flash-point named in the Petroleum Act of 1879 from 73° F. to 100° F. (Abel close test). This was, however, adjourned, as the Home Secretary had stated in the House of Commons that he was not yet prepared to introduce any fresh legislation without full consideration.

**New Russian Oil Company.**—The Baku Russian Petroleum Company (Limited) has been registered, with a capital of £1,500,000, divided into 75,000 preference shares and 75,000 ordinary shares of £1 each. From the Company's prospectus it appears that of the share capital a present issue of 650,000 preference shares and 650,000 ordinary shares is offered to the public for subscription. The Company is formed to purchase and amalgamate as going concerns and to further develop the petroleum properties owned by Messrs. G. M. Arefelloff and Co. and Messrs. Boudagoff Brothers and Co., and situated in the Baku district of Southern Russia, in the townships of Sabunchi, Balakhany Romany, and Bibi-Elbat, and at Pouta, Bulbuli, Kerged, Bina, Karadi, Khirdalan, in the same neighbourhood, and at Sundzhensky, near Crosney. The properties of Messrs. Arefelloff and Co. cover an area of about 160 acres, excluding surface leases, of which a large proportion is freehold, and the remainder leasehold. Messrs. Boudagoff Brothers' properties cover an area of 100 acres, freehold. The oil is mainly obtained by pumping, but it is said that during recent years fountains have spouted from time to time on the properties, and fountains, if continuous, must greatly augment the yield. In addition to the oil lands, the Company will acquire pumping stations, reservoirs, pipe lines, storage tanks, buildings, and three refineries, the details of which are set out in the reports accompanying the prospectus.