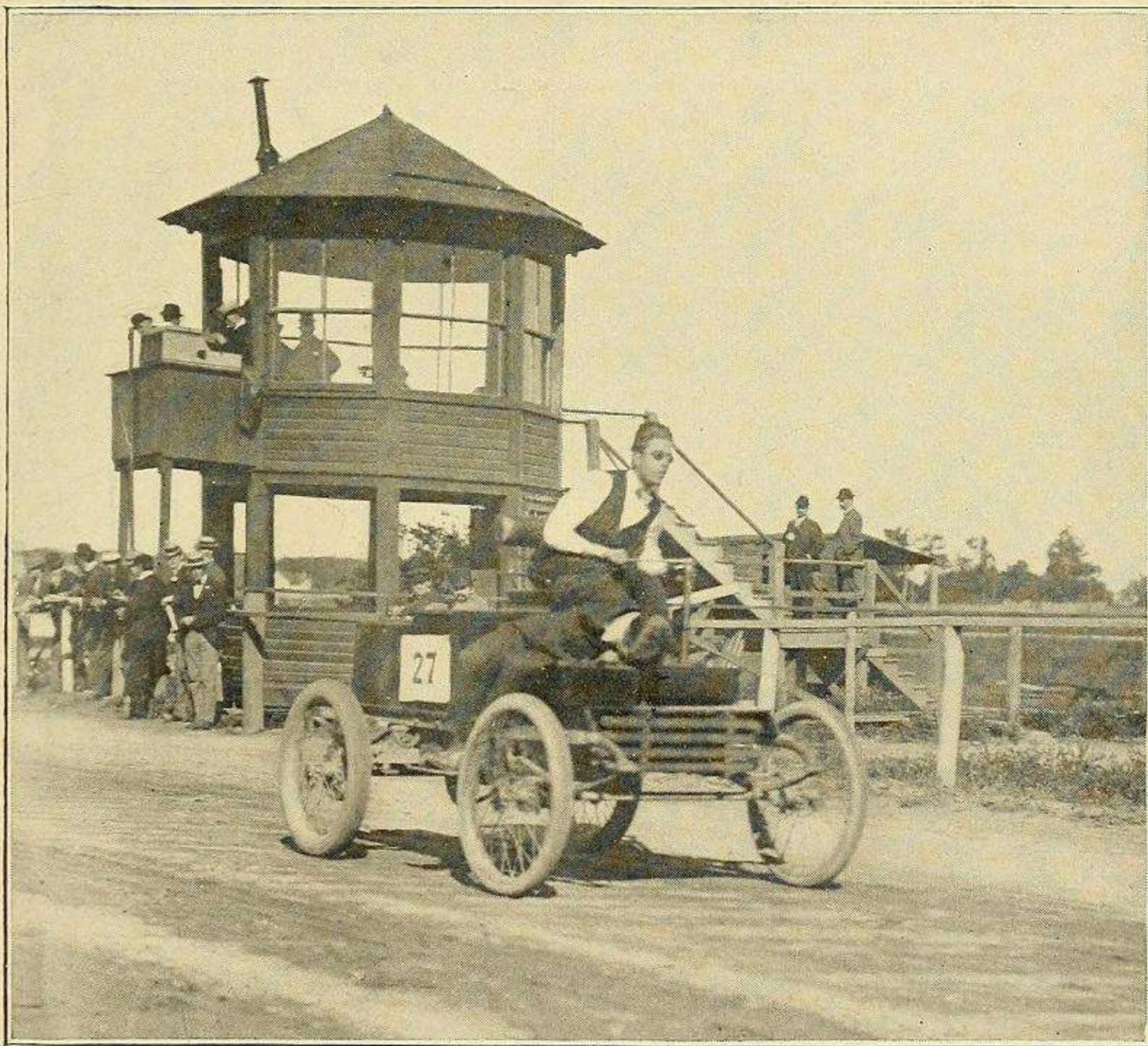


# The Guttenburg Races

**T**HIS was one of the best contests yet held in this country, the mile track at Guttenburg (N. J.) being a decided improvement over the half-mile course at Newport, and allowing better time to be made. Then, too, the famous Panhard machine, formerly owned by M. Rene de Knyff, but now the



Mr. T Walsh, Winner of Race for American Machines

property of Mr. Albert C. Bostwick, made its first appearance on American tracks. This seems to be the fastest four-wheel machine in the world (a broad statement, but apparently borne out

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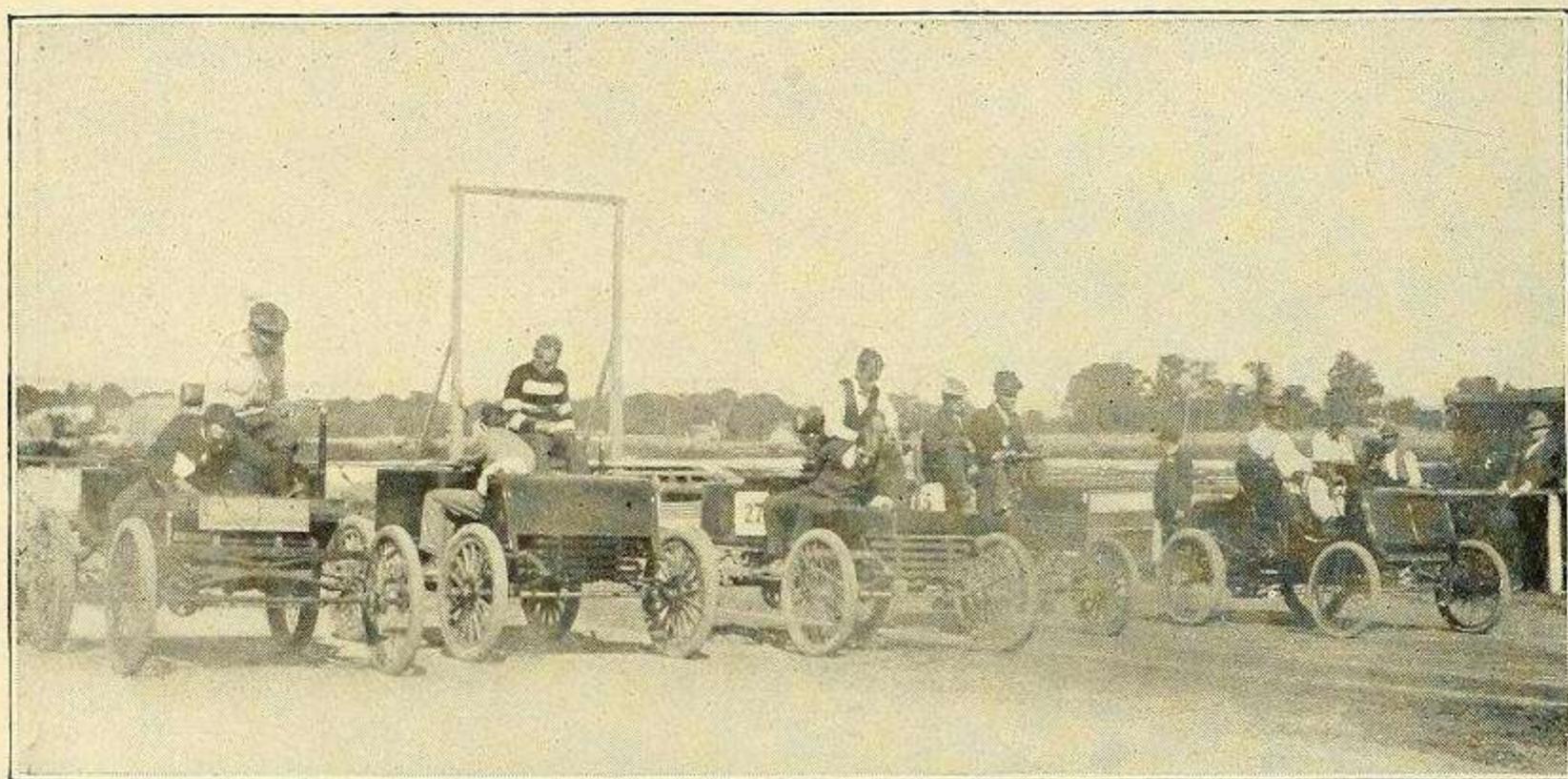
by facts), being capable of developing twenty-four horse-power when necessary.

That Mr. Bostwick does not intend to let the laurels of his famous Panhard grow dim, is shown by his operation of the machine in this race, where his daring, yet successful, running won him the admiration of all.

While there were a few trifling accidents, there was not a single case of serious damage to machines or any collisions.

To be sure Mr. Riker blew out a fuse on his electric machine and Mr. Hibbard broke a chain on his steam-driven carriage, but these are easily remedied and would not delay one long on the road; in a race it is different, of course.

The race for gasoline machines of American make was won by T. Walsh, New York, in 10 minutes  $10\frac{2}{5}$  seconds; F. Nagel,



American Machines Ready to Start in the Five Mile Race

New York, second, in 11 minutes  $3\frac{2}{5}$  seconds; Albert C. Bostwick, New York, third, 11 minutes  $13\frac{4}{5}$  seconds; J. Rauchfuss, New York, fourth, 12 minutes  $15\frac{1}{5}$  seconds. First and second men in this and all other classes were entitled to compete for the open ten-mile championship.

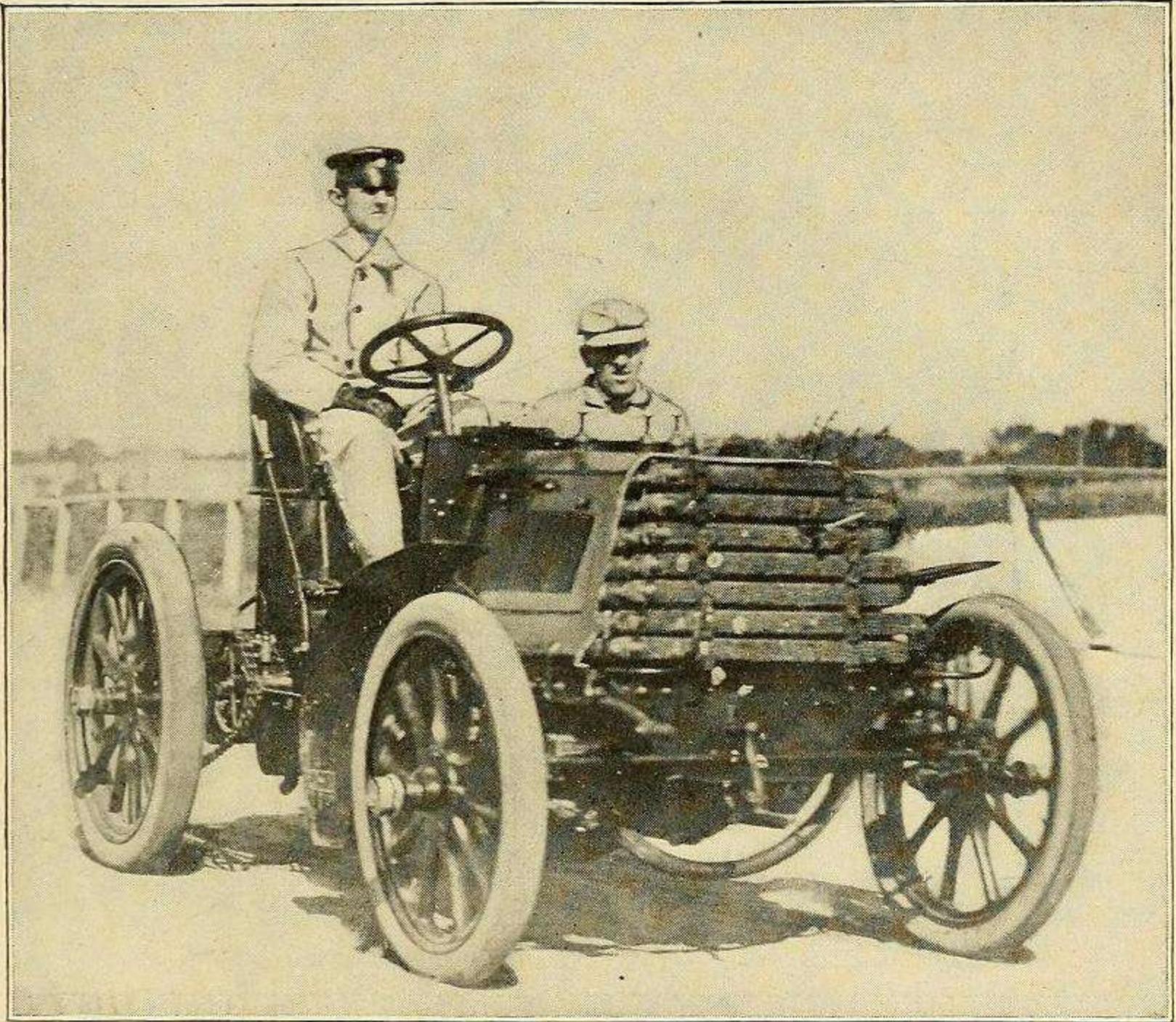
The five-mile race for gasoline machines weighing under 1,000 pounds was won by Cornelius J. Field, Brooklyn, time, 11 minutes  $43\frac{3}{5}$  seconds; F. D. Craven, New York, second; J. Louvegnez, third; C. S. Henshaw, Brooklyn, fourth. Mr. Field won this race easily, using a De Dion voiturette.

The five-mile race for gasoline vehicles weighing over 1,000 pounds was won by Albert C. Bostwick, New York, time, 7 minutes  $43\frac{1}{5}$  seconds; David Wolfe Bishop, Newport, second, in 8 minutes  $30\frac{4}{5}$  seconds. These were the only starters, the only

## The Guttenburg Races

other machine now in this country which could make a showing being William K. Vanderbilt, Jr.'s German Daimler motor. This was Mr. Bostwick's first official test in this country of his Panhard car.

The five-mile race for steam vehicles was won by W. S. Stewart, Newark, time, 11 minutes 48 seconds; W. L. Hibbard, Bridgeport, second, 11 minutes 48 $\frac{1}{5}$  seconds; S. Huston, New York, third. Robert Dairs, New York, did not finish. This



Albert C. Bostwick in his New French Panhard Racer

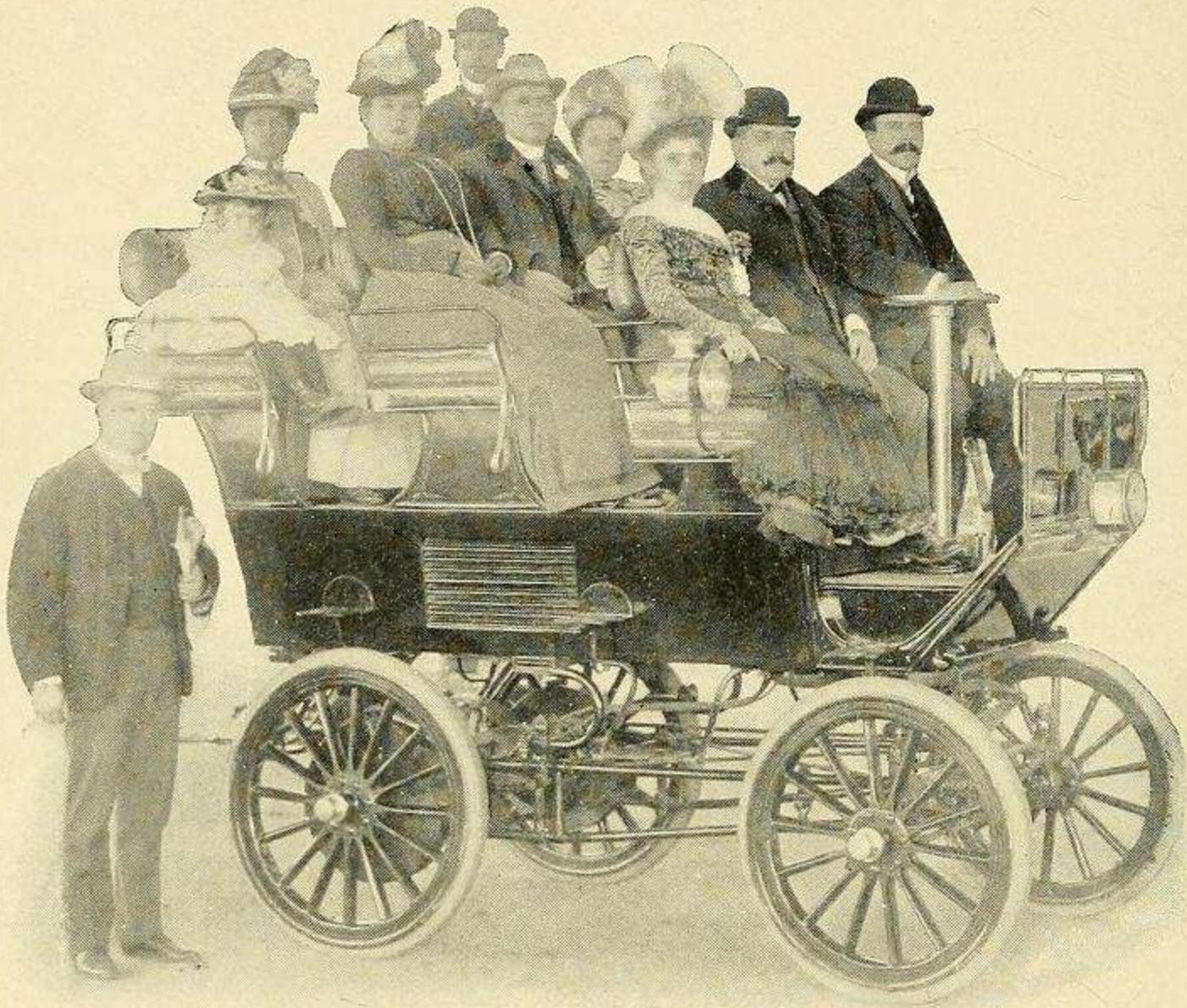
was the best race of the day, as can be seen by the times of first and second, only about a yard separating them at the finish.

The five-mile race for tricycles was won by C. S. Henshaw, Brooklyn, time, 8 minutes 24 $\frac{3}{5}$  seconds; J. Louvegnez, Brooklyn, second, in 9 minutes 46 $\frac{3}{5}$  seconds; S. R. Atkinson, New York, third. F. D. Craven did not finish.

The race for electrical vehicles resulted in a walkover for A. L. Riker, who went one mile to qualify for the championship race. Mr. Riker's time was 3 minutes 16 $\frac{1}{5}$  seconds.

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The ten-mile championship for all classes was won by Albert C. Bostwick, time, 15 minutes  $9\frac{1}{5}$  seconds; David Wolfe Bishop second, in 16 minutes  $43\frac{2}{5}$  seconds. A. L. Riker and W. L. Hibbard did not finish on account of the accidents above described. Mr. Riker led at one mile, finishing in 1 minute 46 seconds; then Mr. Bostwick took the lead and held it to the end, averaging about 1 minute 30 seconds for each mile, or about forty-five miles an hour for the full distance. The speed was so great that both Mr. Bostwick and Mr. Bishop could not keep the carriages near the curb in taking the turns, and to get around



The Waverley Brake

safely at all both had to slow up. The big machines slid sideways even at that at this part of the track, and had one overturned no surprise would have been felt. Mr. Bostwick made his fastest mile, the last one, in 1 minute  $27\frac{4}{5}$  seconds, and declares that he does not care to go any faster on a mile track. His companion in riding (every machine being compelled to carry two persons) spent nearly all his time during the race in crouching and leaning out toward the inside of the track, being given this seat purposely so that he could render such service. There surely were times when Mr. Bostwick's machine was taking curves that but for the ballast the machine would have turned over. Taking every-

# The Guttenburg Races

thing into consideration, the races furnished as much valuable experience for those who took part as they did excitement for the spectators. Following is the summary of the ten-mile open class race, the figures constituting best records for a mile track:

Mile.	Leader.	Time.	Mile.
1.	Riker	1m. 46s.	1m. 46s.
2.	Bostwick	3m. 20 $\frac{4}{5}$ s.	1m. 34 $\frac{4}{5}$ s.
3.	Bostwick	4m. 49s.	1m. 28 $\frac{1}{5}$ s.
4.	Bostwick	6m. 18s.	1m. 29s.
5.	Bostwick	7m. 47s.	1m. 29s.
6.	Bostwick	9m. 15 $\frac{4}{5}$ s.	1m. 28 $\frac{4}{5}$ s.
7.	Bostwick	10m. 44 $\frac{3}{5}$ s.	1m. 28 $\frac{4}{5}$ s.
8.	Bostwick	12m. 12 $\frac{3}{5}$ s.	1m. 28s.
9.	Bostwick	13m. 41 $\frac{2}{5}$ s.	1m. 28 $\frac{4}{5}$ s.
10.	Bostwick	15m. 9 $\frac{1}{5}$ s.	1m. 27 $\frac{4}{5}$ s.

About thirty horseless vehicles of all kinds took part in the parade; R. M. Barwise's golf trap taking the prize for the best appearance, and Miss Menken, on an autocycle manipulated by D. C. Goodman, winning the prize for the best decoration. The obstacle race was won by David Wolfe Bishop. The next automobile races will be at the Inter-State Fair, Trenton, N. J., September 24 to 28.

A machine which attracted considerable attention was the break shown in accompanying illustration, a product of the Waverley Factory, at Indianapolis.

The machine has a seating capacity of eight passengers and the operator. It is driven by electricity, and a very noticeable feature of the vehicle is the absence of noise in its operation. This is largely due to the special form of gear used, it being a spiral tooth gear, used only by the company mentioned.

A single motor with compensating gear is used, having forty-cell battery. It is of the multipolar ironclad type, dust proof and self oiling.

It has a powerful band brake, which is actuated by a foot lever, a ratchet device enabling the operator to lock this brake in cases where it is desired to leave the vehicle standing on an incline. An auxiliary electric brake can also be fitted capable of stopping the machine in its own length when running at full speed.

The wheels are fitted with solid rubber tires, and run in ball bearings, with a very efficient scheme for oiling.

As shown by illustration, the steering is accomplished by a wheel, the action of which is very positive.

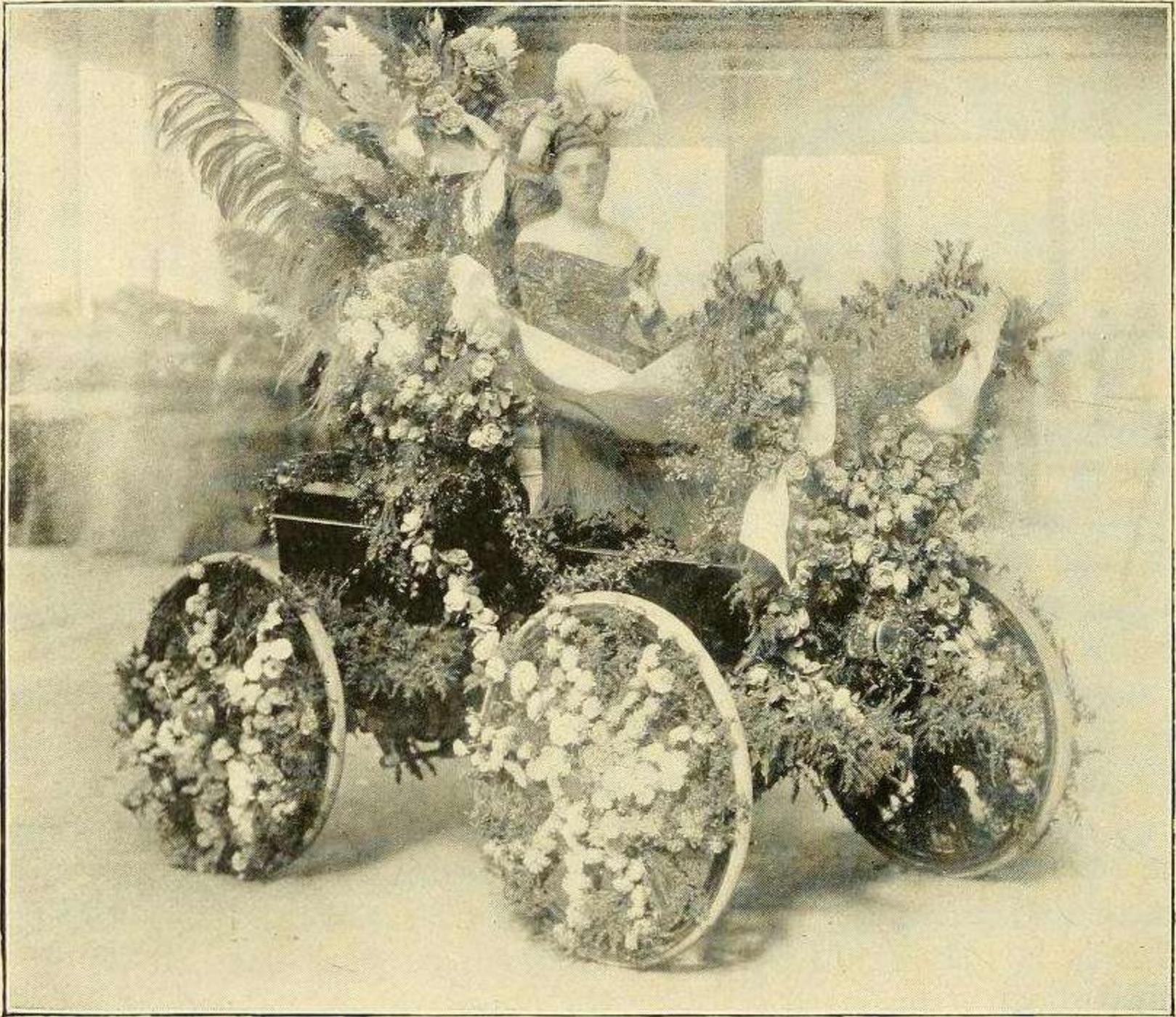
The gearing is of phosphor bronze with steel pinions.

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The frame is made of tubular steel, with forged connections and brazed at each joint. This makes a very strong frame and one capable of resisting extraordinary strains.

The arrangement of the fifth wheel is such as to relieve the frame from all side strain.

The vehicle presents a light appearance, and its lines, for a machine of its size, are very graceful.



Waverley Electric Runabout

It was awarded first prize for appearance in the parade, in which about thirty vehicles took part.

The other illustration shows an electric runabout, which won second prize for the best decoration. This is also a Waverley machine. It is fitted with a motor of  $2\frac{1}{2}$  horse-power, and can be run thirty miles on a single charge. The machine is extremely simple in its operation. The young lady shown seated is Miss Eva Mudge, of New York, and while the machine failed to capture first prize, it was accorded great applause.