

The International-Cup Race

THE race for the International Cup, instituted by the initiative of Mr. James Gordon Bennett, has passed into history, and, as was universally expected, has been won by the Automobile Club of France in the person of its representative, M. Ferdinand Charron, who has thus added new laurels to his brilliant record. A race which, as *Le Velo* has set

forth, beats the express-train speed between Paris and Lyons, was naturally a tremendously exciting affair. Yet in some ways it was a disappointment, for as an international event it represented only three countries—the United States, Belgium and France. Germany was on hand, but on account of an unfortunate occurrence her representative withdrew just before the start. The three other important automobile countries, as they might be called—Great Britain, Austria and Italy, whose participation had been counted upon, were not represented at all. France, with her three



Monsieur Ferdinand Charron,
The First Chauffeur of France

contestants against one from the United States and one from Belgium, won a decisive victory and made a magnificent record.

The start was from Ville l'Array, at the point selected at the entrance to Saint Cloud on the Versailles road, just above the Montretout grade crossing. It was nine hours and nine minutes later when M. Charron reached his goal at the restaurant des Delices de la Demi Lune, ten miles out of Lyons, covering the 566 kilometres, or about 351 miles, at an average gait of 61.857 kilometres, or 38.4 miles, an hour.

In order to make the route cover the 550 kilometres required by the stipulated conditions, it had to be made much longer than the direct route between Paris and Lyons. By rail the distance is 512 kilometres, or about 318 miles, and the express makes it in

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eight hours and fifty-seven minutes; at M. Charron's average the train time would be eight hours and sixteen minutes.

The hazardous character of automobile-racing is shown by the fact that every competitor met with accidents, mostly due, it would appear, to the terrific strain and the intensity of wear and tear to which the vehicle and its mechanism are subjected under such a test. It seems a wonder, almost, that even two of the five contestants should have been able to run the race from start to finish.

The following were the contestants who entered and started:

M. René de Knyff, France.

M. Jenatzy, Belgium.

Mr. Alexander Winton, United States.

M. Ferdinand Charron, France.

M. Girardot, France.

Unfortunately Herr Engen, who was on hand to represent Germany, did not have his tires ready at the time given for the start, and accordingly withdrew with a protest against the short time allowed for getting ready; a protest which was supported by the Belgian contestant, M. Jenatzy, whose vehicle, that had been specially built for the occasion, was not ready, so that he used an improved racer, which was objected to somewhat because its tires were of French make.

A non-entered contestant, as he might be called, was M. Levegh, who had distinguished himself in winning the Bordeaux-Perigieux-Bordeaux race against Mr. Bostwick. Had Mr. Levegh been regularly competing, possibly he might have given Charron a hard struggle. He started ahead of the regular contestants. He was seen to pass Limours at the rate of 100 kilometres, or 62 miles, an hour; at Chateaudun he had made the 125 kilometres, or 77.6 miles, in one hour and thirty-two minutes, and he passed Orleans at 5.25 o'clock.

At Chateaudun the first accident was noted, Mr. Winton, the victim, passing with a bent front wheel and punctured rear tire. At Orleans M. Charron appeared with an axle bent in taking a gutter 3 kilometres before, and at the same place M. René de Knyff practically withdrew on account of breaking his fourth speed just after passing Chartres, but did not formally abandon it until reaching Gien at 11.25. At Orleans he was followed in three minutes by M. Jenatzy with two fuses broken and several punctures. Then, just on leaving the city, M. Girardot lost his fine advantage by his ill-luck in frightening a horse and running against a curb to avoid a collision. This broke his wheel and he lost over an hour in waiting for repairs at a neighboring

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blacksmith shop, not being able to resume until 7.55 o'clock. At Chervreuse M. Jenatzy was disabled by bursting both front tires. The last accident was to M. Charron, 12 kilometres before the finish, his pump broken by running over a dog.

M. Charron reached the goal much exhausted, but pleased with his victory. He was greeted by a large number of automobilists who had come out to await the end. In the evening MM. Charron and Girardot were entertained by the Automobile and Bicycle Club of Lyons.

The chief lesson of the race appears to be the need of greater care in construction. Parts should be made much stronger, and tested thoroughly to stand strains far greater than what they are subjected to on such occasions. The margin of stability should be very much increased. And judging by the experiences here, it would appear that there is as much need for the racing automobilist to carry a fifth wheel to his coach as in the case of artillery.

Following is a recapitulation of the time of the contestants at the various points along the route:

Left Ville d'Array 3.14 A. M.

GIRARDOT.	CHARRON.	DE KNYFF.	WINTON.	JENATZY.
H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
	<i>Limours, 18.6 miles (30 kilometers).</i>			
35 15	38	39 30	45	1 15
	<i>Chateaudun, 77.6 miles (125 kilometers).</i>			
2 00 44	2 26 55		3 14 50	2 37 56
	<i>Les Ormes, 95.6 miles (154 kilometers).</i>			
2 35	2 41	3 27		3 32
	<i>Orleans, miles.</i>			
2 39	2 56	3 35	5 16	3 38
	<i>Gien, 146.5 miles (236 kilometers).</i>			
5 31	4 01			
	<i>Nevers, 200 miles (322 kilometers).</i>			
6 56	5 28			
	<i>Moulins, 233½ miles (376 kilometers).</i>			
	6 14			
	<i>La Palisse, 265 miles (427 kilometers).</i>			
7 50	6 55			
	<i>Roane, 286½ miles (476 kilometers).</i>			
8 27	7 49			
	<i>Lyons, 351 miles (566 kilometers).</i>			
10 30 28	9 9 48			