

Paris-Dieppe Race.

Le Figaro and *Les Sports*, two leading newspapers of Paris that have long been interested in the promotion of the motor vehicle movement in France, organised a race from St. Germain's to Dieppe, a distance of 106 miles, to be run on July 24.

Class A included motorcycles or vehicles weighing less than 440 pounds, without operator or supplies.

Class B comprised motor carriages for two persons occupying one seat.

Class C, motor carriages carrying more than two persons, two of whom are seated side by side.

Class D, carriages carrying not less than six persons.

Vehicles of the first class paid an entrance fee of 20 francs, while those of the other classes paid 50 francs.

Sixteen prizes were offered, ranging from portions of the entrance money to silver and gold medals and objects of art presented by the Automobile Club, the managers of the contest and even by the President of the French Republic.

There were 69 entries, all but one of the gasoline type. The contestants were mainly amateurs, though a few manufacturers conducted their own vehicles, among them being G. Richard, Amedee Bollee, Tenting, Fisson and Lefebvre. In addition to these the following well-known makers were well represented: the Panhard Co., De Dion & Bouton, Bollee, Delahaye, Maison Parisienne, Landry & Beyroux, the Peugeot Co., and M. Mors.

At 9 o'clock the vehicles were sent off at intervals of 30 seconds, cheered on the way by enthusiastic crowds. Very few accidents marred the occasion in spite of the terrific speed attained, which was much greater than the officials of the Automobile Club had anticipated, as the special train they

had chartered for themselves and their guests arrived at Dieppe a half hour behind the Bollee machine that was first to reach the destination. It is only fair to say that the engine pressed into service for the special was of antediluvian construction and unable to compete with the more modern motor carriages.

A Bollee tandem completed the course in 4 hours, 13 minutes, 33 seconds, followed a few minutes afterward by the De Dion steam brake. A Panhard carriage came in next in 4 hours, 36 minutes. Out of 57 starters, 31 arrived at Dieppe.

In Class A the Bollee tricycle was the winner, averaging 24.5 miles an hour.

In Class B the Panhard carriage scored first, making a mean speed of 23 miles an hour.

The steam brake of De Dion & Bouton took the prize in Class C, averaging nearly the same as the Bollee.

In Class D a Delahaye wagonette was the winner, its time being 5 hours, 58 minutes, 13 seconds, or an average of 17.7 miles an hour.

Every assistance was rendered the organizers of the race by the Mayor and officials of the city of Dieppe, a fete being held in honor of the automobilists on their arrival, and a banquet in the evening.

Stanislaw Grodzki, of Warsaw, Poland, who drove his Peugeot carriage all the way from Varsovie, Russia, to Paris in 10 days, averaging 110 miles a day, and was to have participated in the race, arrived a few hours too late to enter. His carriage, though covered with dust, showed no ill effects from its long journey.

Many members of the Self-Propelled Traffic Association and the English Motor Press attended by special invitation, and the greatest of good feeling prevailed.
