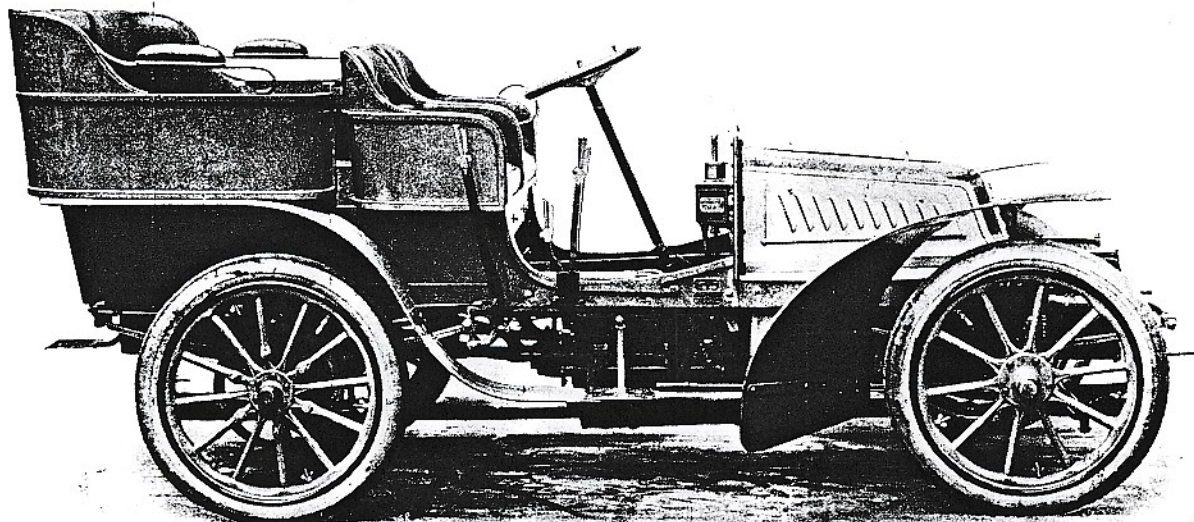


648 A FORECAST OF THE PARIS SHOW.



The 20 h.p. Georges Richard. One of the new designs in the Salon. To be described in our next issue.

In the following anticipatory notes upon the Salon de l'Automobile, which was opened in Paris on Wednesday, it is naturally impossible to offer anything like a complete account of the many novelties and new vehicles which are being exhibited; but by giving a brief description of some of the leading mechanisms, and pointing out where novelties are to be seen, we trust this article will prove of interest pending the publication of a fuller report of the show next week. It is all the more difficult to forecast accurately the character of the international exhibition, owing to the considerable number of new firms which are entering the industry, and the applications for space have indeed been so numerous that the committee have found the greatest difficulty in satisfying them all. It is no longer a purely French show, with a few foreign exhibits concealed somewhere under the galleries. Exhibitors have come from England, America, Germany, Belgium, Austria, and Italy, all of them with something which they think can compare favourably with the French cars. The Salon will prove something that has been wanting in previous exhibitions—that is to say, the universal vitality and thoroughly international character of the industry. It is impossible to say, therefore, what foreign manufacturers will be exhibiting, or what surprises they may have in store, though, as it is understood that the Daimler Motor Works, of Cannstatt, will not be exhibiting their 1903 models—which will only be ready for the Nice meeting—it is scarcely probable that the foreign section will offer anything of a sensational character. Among the French makers, the only means of ascertaining what they have to show is to look round the works, and as some manufacturers are very reticent about their novelties, and others are too far away to be interviewed, any preliminary article on the show is necessarily incomplete; but, nevertheless, sufficient

is known to convey a good general idea of what the show will be like.

The Tendency to Follow 1902 Mercedes Practice.

The autocar is influenced a good deal by fashion, which is itself the logical outcome of improvements adopted during the year. A vehicle that has made its mark by constructional details, representing a distinct advance upon previous practice, becomes a standard for all other makers, who find that they cannot attain the same end by different means, and thus there is always a tendency towards similarity of design. A feature which stands out prominently in recent automobile construction is the mechanically-operated inlet valve. The success of the Mercedes has shown makers that the public require silent vehicles in which the motor can be slowed down, when the car is standing, until the running is scarcely audible. In our last issue we showed how Panhard et Levassor hope to do this with automatic valves, by means of the new Krebs carburetter, but the majority of other makers prefer to operate their induction valves mechanically. Nearly all the leading firms have them at the show, and so strong is opinion in favour of the mechanical valve that even some of the firms which exhibit motors with automatic valves are announcing that they are designing engines on the former system. In canvassing the opinions of makers, we do not learn that they claim any particular advantage for the mechanical inlet valve, beyond the facilities it offers for silent running. Some people object that this means increased complication of the motor, and so it does so far as concerns an augmentation in the number of parts; but as the valves are actuated positively, there is no complication in the true sense of the word, and, after all, any question of simplicity, when efficiency is not affected in any way, is of far less importance than the economy and convenience of being able to slow down the motor