

an unenviable one, but in spite of the adverse conditions the plucky aviator kept going for 2 hrs. 20 mins., by which time he had covered some 295 kiloms., when he decided to finish. By the bitter irony of fate he had only been out of his machine a few minutes when the sun commenced to shine brilliantly and the weather conditions moderated, but by that time it was too late to make a fresh start.

Thomas had intended to make another try at Mourmelon, but as his machine was not quite as he would have liked it, he determined to withdraw from the competition.

One of the last entrants was Illner, who proposed to make his attempt at Vienna on one of the Etrich monoplanes, under the observation of the Austrian Aero Club, but he was unable to get his machine ready in time to make such a long flight.

For the year 1911 therefore the honours will rest with Maurice Tabuteau and Maurice Farman, the constructor of the biplane, while the Renault Frères, the makers of the motor, also share in the credit attaching to this victory in the 1910 Coupe Michelin competition, which has been more keenly contested than in the two previous years.

**Previous Records.**

In the initial year of the competition the Cup was won by Wilbur Wright at Auvours Camp with a flight of 124.7 kiloms. in 2h. 20m. 31s. made on December 31st, 1908, while last year Henry Farman was the holder, his winning flight of 234.212 kiloms. in 4h. 17m. 32.8s. being made at Chalons Camp on November 3rd, 1909.

During the twelve months of 1910 the records for the Cup have been beaten five times. Simon, on his Blériot at Bordeaux, was the first to take the lead. He was displaced by Aubrun, who, during the continuance of the same meeting, flew 315 kiloms. The next change occurred at the Rheims Meeting, when René Labouchere secured first position with 340 kiloms., although Olieslaegers had flown 392 kiloms.; but he was not qualified, not being a member of a recognised national club. The next change was when Tabuteau covered 465.72 kiloms. in 6h. 1m. 35s. at Etampes, a feat which narrowly escaped being beaten by Henry Farman's 463 kiloms. in 8 hrs. 12 mins. at the same place. Lastly, Legagneux passed the 500 kilom. mark by covering 515 kiloms. in 5 hrs. 59 mins. on a Blériot machine at Pau, only to be beaten by the performances detailed above.



**GRAND PRIX A.C.F.: PARIS—BRUSSELS—PARIS.**

**A.C.F. Grand Prix goes to Wynmalen.**

QUITE a deal of argument, protesting, and counter-protesting has been saved by the fact that no aviator other than Wynmalen succeeded in completing the course from Paris to Brussels and back for the £4,000 Grand Prix offered by the Automobile Club of France. It will be remembered that on October 16th the Dutch aviator Wynmalen, accompanied by Louis Dufour, succeeded in accomplishing this task in 27 hrs. 50 mins.; but inasmuch as the start was not timed by the actual A.C.F. official timekeeper appointed by the Club, it was decided to only credit Wynmalen with the maximum time of 36 hrs. This action was protested against by the Dutch Aero Club, it being urged on behalf of Wynmalen that he had taken extraordinary pains to get the timekeeper to his post, but all to no purpose; and he, therefore, had his time and start vouched for by another duly credited timekeeper of the Club. The dispute has, however, now been automatically settled, and the prize will be awarded to Wynmalen.

Altogether, eleven attempts were made to win the prize, the pilots being as follows: Mahieu (Henry Farman), two attempts;

Loridan (Henry Farman), two attempts; Wynmalen (Henry Farman); Legagneux (Henry Farman), two attempts; Tabuteau (Maurice Farman); Lanser (Henry Farman), two attempts; Laffont (Antoinette).

Of the unsuccessful competitors it should be noted that Legagneux twice succeeded in reaching Brussels, and on the first occasion got as far back as St. Quentin on the return journey. On the second trip he was detained at Brussels by a gale until too late to start in order to regain Paris within the maximum time for the round trip of 36 hours. A like fate befell Mahieu, who also completed the outward journey to the Belgian capital. Of the others the only one to get any appreciable distance was Lanser, whose trip is described below.

**Lanser's Last Attempt for the Grand Prix.**

NOTWITHSTANDING the fact that on the previous day he had been an eye-witness of the fatal accident to Laffont and his passenger, the Belgian aviator Lanser determined to make a second attempt for the A.C.F. Grand Prix on the 29th ult. Accompanied by M. Panier, the aviator started off from Issy at half-past nine, having



Mlle. Herveu being "chaired" by her admirers at Pau after her fine flights on a Blériot for the Coupe Fémina, when she was flying for 1 hr. 15 mins. and 2 hrs. 2 mins., having in the end, however, to cede first place to Mlle. Dutrieu with her 167.2 kiloms. in 2 hrs. 35 mins.