

THE LAST MOTOR RACE OF THE EMPIRE

**The Third Baltic Automobile and Aero Club
Competition for the Grand Duchess Victoria Feodorovna Prize**



Tallinn 2014

Техническая контора **КАРЛЪ ШПАНЪ.**

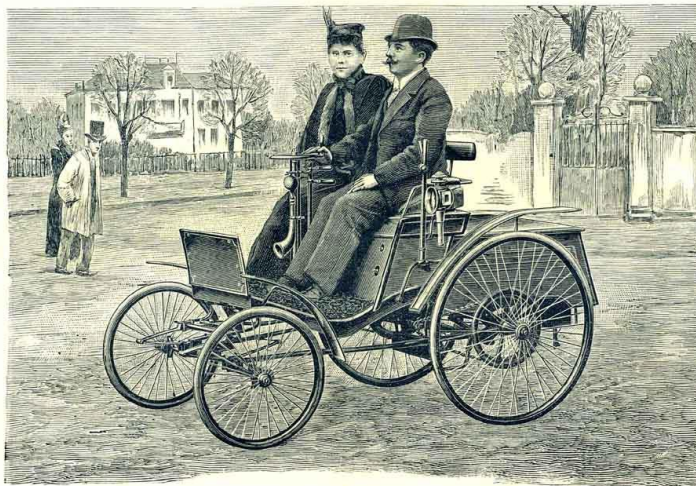
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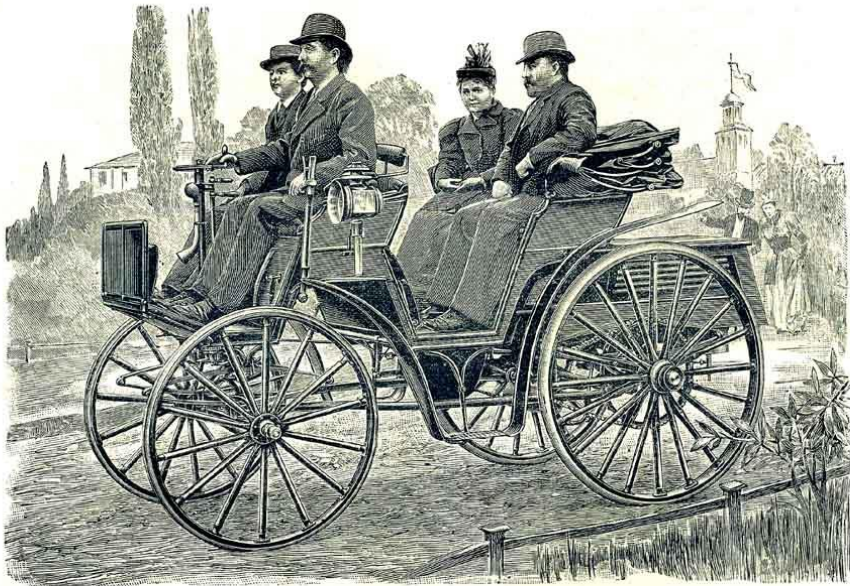
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CONTENTS

CONTENTS	3
FOREWORD	5
The Baltic Automobile and Aero Club	7
Rules of the race	11
Day 1: 11/24 July	13
The evening of the previous day, July 10/23	26
The Morning of the first day of the Victoria Race 27	27
Day 2: 12/25 July 28	28
On the same day	33
Day 3: 13/26 July	34
On the same day	41
Day 4: 14/27 July	41
On the same day	49
Day 5: 15/28 July	50
On the same day	54
Day 6: 16/29 July	55
On the same day	58
Day 7: 17/30 July	61
On the same day	68
Day 8: 18/31 July	70
On the same day	71
19 July/ 1 August	71
CONCLUSION	72
Additional notes and references	77
References of photos and illustrations	79
References of photos	79
References of illustrations	80
List of former and present place names	81
Index of names	82
Advertisements	84

Техническая контора Карль Шпанъ.

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„Фаетонъ“ съ 2 сидѣнiями для 4 пассажировъ, съ 4—5 силь-
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FOREWORD

The history of the car in the Russian Empire began in 1891 when Vasily Navorotsky, the editor and publisher of the *Odesskiy Listok* newspaper brought a Benz automobile equipped with a combustion engine from France to Odessa¹. In all probability, this was a Benz Patent-Motorwagen Model 3. The next vehicle was ordered to Moscow in 1894, also from the company of Karl Benz; this was a Benz Velo.

In 1895, the motor-car also arrived in St. Petersburg, the capital: on 22 April Mr Elias Zelionyi ordered a four-seater 4-HP Benz Phaeton car from Germany. The vehicle was then sold to Mr Zhergulev, an architect, who organized a demonstration drive for the public in the Field of Mars in August.

In Estonia the horseless carriage was first presented to the public on 23 August 1896 in Telliskopli Street in Tallinn. The vehicle was brought to Estonia by the merchant John Schümann, and it was another Benz Velo. According to a newspaper article the vehicle was purchased by a landlord from the Tallinn region. Evidence exists that this might have been Helmut Karl von Lilienfeld, the owner of Kehtna Manor².

In August 1896, the Board of the District of Kiev of the Ministry of Roads ordered a 4.5-HP Panhard et Levassor car from France. Later, this vehicle was given to the District of Vilno, where it became the company car of the road engineer Mazhevsky. He was responsible for the section of road between Riga and Tauragė (Lithuania).

Reports of the first car in Riga date back to September 1898, when a Mr. B. had recently received a vehicle ordered from Paris. Unfortunately the name of the purchaser is not known but there is reason to believe that it was Heinrich Berg, a member of the bicycle club Union².

Hugo Hermann Mayer, the official representative of the Benz Company, sold the first car at an exhibition in Riga in June 1899. Once again, it was a Benz Velo, bought by a Riga citizen.

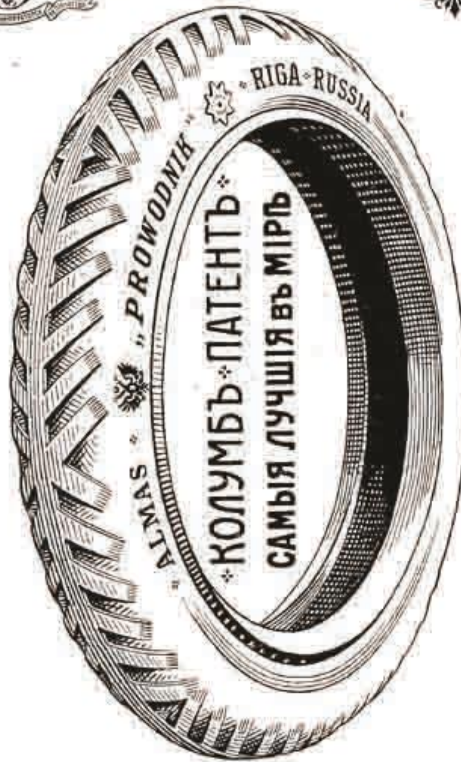
In subsequent years, the number of motor vehicles increased in geometric progression. By the end of 1914, the number of cars in Tsarist Russia was about 15,000³, but it should be noted that by the autumn of the same year, a significant proportion of the vehicles had been requisitioned for military purposes.

Officially, the first motor race in Russia was held on Volhonskoye highway on 11 October 1898. It was hosted by the St. Petersburg Cycling Society. Of the fourteen vehicles initially registered, seven actually started. The winner, Pavel Belyayev in his Clément, a three-wheeled French vehicle, covered the distance of 39 versts (1 verst = 1.067 km) in 1 hour 33 minutes 36 seconds, an average speed of 27.3 km/h. Only one four-wheeled vehicle participated in the race.

This story was first inspired by Johannes Pääsuke's stunning photographs found in the Estonian National Museum's collections, taken of the car race which started in Tartu in 1914. All of a sudden, an account of a race became juxtaposed with the political situation as this escalated in the last pre-war week, making an exciting story with an apocalyptic subtext.



Т-ВО
„ПРОВОДНИКЪ“



The Baltic Automobile and Aero Club

Before the First World War, the Baltic Automobile and Aero Club (*Baltischer Automobil- und Aero-Club*, or BAAC), founded in 1910 in Riga, was one of the best-known automobile clubs in the Baltic countries. It was considered an elite organization, the vast majority of its membership comprising Baltic German Nobility.

It should be noted, however, that the situation was completely different in the club's aerial section. The chairman of the section was Eugen Feitelberg, a Jewish entrepreneur and engineer, and the leading figure in its activities was an Estonian engineer, Theodor Kalep, the director and co-owner of the 'Motor' Factory operating in Riga. The team of pilots was internationally varied: Russian Vladimir Shljusarenko, Italian Paolo Martoglio and Estonian Theodor Meybaum.

In his factory, Kalep succeeded in making Czarist Russia's first aeroplanes. As early as in the first half of 1910 two aeroplanes were built; their flying was demonstrated at Riga Hippodrome in July of the same year. By the end of the year four planes had taken off⁴.

The Honorary President of the Baltic Automobile and Aero Club was Grand Duke Cyril Vladimirovich, and the chairman of the club was Prince Royal Marshal Nikolai Kropotkin, Vice-Governor of Courland and Livonia and Grand Master of Court Ceremonies⁵.

At the time, BAAC was one of the few clubs that hosted international competitions crossing national borders. The best-known of these were the motor races organized by the club for the prize named in honour of the Grand Duchess Victoria Feodorovna, wife of Cyril Vladimirovich. It could be noted that she, a princess by birth, got her first name in honour of her grandmother Victoria, Queen of the United Kingdom of Great Britain and Ireland.

The first Victoria race was organized in collaboration with several German automobile clubs from 6 to 9 (O.S.) / 19 to 22 (N.S.) September on the route Königsberg-Kovno-Dünaburg-Pskov-Riga. The distance was 1,034 km; 22 cars participated (of which twelve belonged to BAAC)⁶.

The second race for the Grand Duchess Victoria Feodorovna Prize was held in 1913. The race was organized in collaboration with the Royal Swedish Automobile Club (*Kungliga Automobil-Klubben Sverige*), and took place in Sweden. From 25 June to 1 July (O.S.) / 8 to 14 July (N.Y.) a tour was made on the roads of Sweden starting and



Photo 1. Grand Duchess Victoria Feodorovna.

ending in Stockholm. The total length of the route was 976 km. In addition, an uphill contest was held near Mariefred ⁷. A total of 27 cars participated. To transport the cars to and from Sweden, the club had hired two steam ships: *Odin* and *Ötersen* ⁸.

The organisation of the third race in the summer of 1914 was problematic due to the complex political situation in Europe. On 15/28 June Archduke Franz Ferdinand (1863-1914) and his wife, the Duchess von Hohenberg (1868-1914) had been assassinated in Sarajevo; the murderer was a young Bosnian Serb. The press began campaigning against Serbia, which led to murders and havoc on a number of occasions in different cities. The real reason for escalating the conflict was the desire in some circles in Germany and Austria to change the geopolitical situation in the Balkans.

As a topic in automobile history is being discussed here, it must be noted that as often happens with historical events, mysterious legends also exist in technological history. The assassination of Franz Ferdinand was carried out while the Archduke and his wife were travelling by car. It was a model called Gräf & Stift Typ 28/32 HP ⁹ manufactured in Austria in 1908. This car was thereafter seen as 'cursed'. Within quite a short period after the assassination a further eleven people died in this car under various circumstances, making the total number of victims thirteen. Today this fatal car can be found in the Museum of Military History of Austria.



Photo 2. Gräf & Stift Doppel Phaeton Typ 28/32 HP 1908. A few moments before the assassination; Archduke Franz Ferdinand and the Duchess taking their seats in the car.

It was decided that the third Victoria Race would be held on the roads of the Baltic Provinces.

The whole journey (1066.5 versts) was divided into six stages ^{10, 11, 12}:

1. Tartu–Alatskivi–Tartu (86 versts)
2. Raadi–Olustvere–Viljandi–Abja–Tihemetsa–Pärnu (188 1/4 versts)
3. Pärnu–Taagepera–Sangaste (163 versts)
4. Sangaste–Uue-Laitsna–Alüksne–Jaungulbene (155 1/4 versts)
5. Jaungulbene–Cesvaine–Ērgļi–Lielvārde–Krustpils (231 versts)
6. Krustpils–Nereta–Ērberģe–Kurmene–Skaistkalne–Bauska–Rundāle–Elēja–Jelgava–Rīa (243 versts)



According to various documents a total of 28 vehicles signed up for the 1914 race: 27 cars and one motorbike^{12,13,14}. These were:

I The Organising Committee of the Race

	Name	Home Place	Make of the vehicle/ HP
1.	Count Alexander Shuvalov	Nereta	Benz 39/100 HP
2.	Prince Nikolai Kropotkin	Sigulda	Benz 33/75 HP
3.	engineer Eugen Feitelberg	Riga	Opel 33/60 HP
4.	Baron Boris von Korff	Krustpils	Benz 29/55 HP
5.	Leopold von Wahl	Lustivere	Mercedes 18/50 HP

II Competing vehicles

6.	Hermann von Brümmer	Rucka	Opel 8/20 HP
7.	Baron Egon von Wolff	Vecgulbene	Benz 8/20. HP
8.	Nikolai Koch	Vohnja	Benz 10/30 HP
9.	René von Transehe-Roseneck	Jaungulbene	Opel 30 HP
10.	Count Ermes Berg	Sangaste	Minerva 9/20 HP
11.	Baron Carlos von Lieven	Mercendarbe	Benz 12/30 HP
12.	Baron Alexander Schoultz von Ascheraden	Liezēre	Studebacker 13/25 HP
13.	Baron Franz von Hahn	Ērberģe	Benz 16/40 HP
14.	Baron Alfred von Schilling	Pada	Benz 16/40 HP
15.	Count Ermes Berg	Sangaste	Mercedes Knight 16/40 HP
16.	Arved von Transehe-Roseneck	Oļi	Panhard-Levassor 19/55 HP
17.	Grand Duke Cyril Vladimirovich	St. Petersburg	Panhard-Levassor 0 HP
18.	insener Vladimir Kreissler	Riga	Benz 33/75 HP
19.	Count Wladimir von Buxhoeveden	St. Petersburg	Opel 65 HP
20.	Baron Felix von Mengden	St. Petersburg	Benz 39/100 HP

III Vehicles participating outside the contest

21.	Nikolai Zvegintsov	Riga	Russo-Balt 24/40 HP
22.	Baron Nikolai von Wrangell	Riga	Lorraine-Dietrich 18/24 HP
23.	Woldemar von Knorring	St. Petersburg	Miesse-Bruxelles 20/30 HP
24.	Heinrich von Stryk	Taagepera	Mercedes 10/25 HP
25.	Alfred von Stryk	Kõpu	Benz 10/30 HP
26.	Baron Carl Stael von Holstein	Tsooru	Benz 10/20 HP
27.	Woldemar von Wulf	Gaujiena	Mercedes-Knight 16/40 HP
28.	Theodor von Heine	Riga	Henderson 8 HP, motor-cycle

In reality there were some deviations from the above list. Some of the vehicles which signed up did not take part in the race. For example, Count Berg was registered as

travelling in two cars: – a Mercedes and a Minerva; the final choice was made in favour of his Mercedes Knight. This vehicle had a free flap or vane motor, which was a novel engineering achievement for the time. This type of engine was produced in Europe under the patent of the American engineer Charles Yale Knight (1868-1940).

There is no evidence that Woldemar von Wulf and Theodor Heine, who were both on the list, actually participated in the race. However, it can be seen in the surviving photographs that, in addition to the registered vehicles, Reinhold von Liphart in an Opel and Count Ernst von Manteuffel in a Mercedes took part in at least the first stage of the race. Also, Gaston von Transehe-Roseneck and his runabout with Benz 14/30 HP bodywork can be seen among the guests in the yard of Raadi Manor.

Some of the vehicles dropped off the list of competing cars during the race, and continued outside the race (Hahn, Brümmer and Schilling). As for the members of the organising committee, the vehicles of Shuvalov, Feitelberg and Korff made the whole journey.

Rules of the race ^{10,15}.

The third Victoria Race was a club race. Club members' cars with all types of bodywork and at least four seats were allowed to participate. The car was allowed to be driven by the owner, his or her driver or any other member of the club who had signed up on the start list. All the passengers in the car had to be BAAC members, except their spouses and children.

According to their power and weight the vehicles were broken down into five categories, and an average hourly speed was calculated for each category. In categories 1 to 5 the respective calculated speeds were 40, 36, 32, 28 and 24 versts per hour. Each car participating in the competition had to complete the current phase within the specified time period. Stoppages were penalised with five penalty points per every 25 minutes of delay.

Breakdowns on the road and dealing with them did not bring about penalty points, but the driver had to take into account the loss of time.

In addition to the general competition there was a contest between tyre companies and a one-verst hillclimb. Participants in the tyre company contest were required to use the same tyres and inner tubes for the whole race. Depending on the problem encountered (whether air was added by pumping, or whether a tyre, wheel or wheel rim was replaced) different penalty points were prescribed in the range of 0.1-1.

In the uphill competition the speed for each car with a 4-cylinder engine was calculated according to the formula:

$$v = \sqrt[3]{4d^2c + 7} + 30 - \frac{k}{100}$$

(*v* - speed, *d* - diameter of the cylinder in centimetres, *c* - stroke, *k* - weight of the car in poods (approximately 36 pounds)).

A faster drive gave one plus point per 100 metres; a slower drive gave one penalty point per 100 metres. Vehicles powered by Knight (sleeve valve) engines got 10 per cent bonus points. In hillclimbs the cars were not allowed to be more than one pood (=16.38 kg) heavier than at the start of the drive in Tartu.

The attendance fee for vehicles participating in the competition was 50 roubles; for the cars participating outside the competition 100 roubles. Every passenger had to pay an extra 15 roubles. In addition there was a 60-rouble fee for catering at the places of accommodation, while the fee did not include the cost of alcoholic beverages and gratuities.

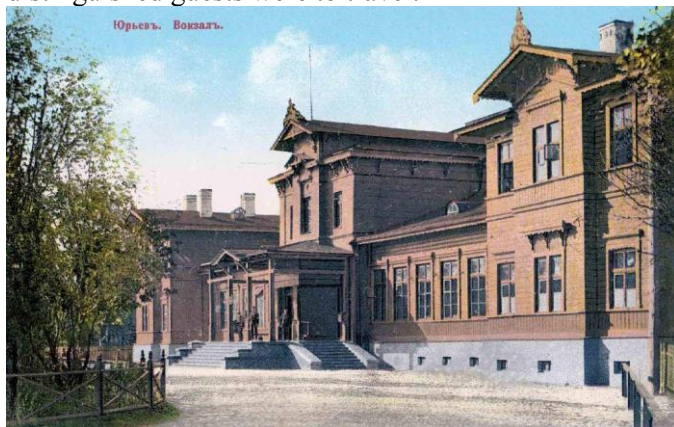
At the end of the race, in addition to winning awards, every car participating in the race received an artistically decorated bronze memorial plaque to be attached to the car's bodywork; each participant got a commemorative diploma; and the driver of the winning car received an expensive gift.



Day 1: 11/24 July

Tartu-Alatskivi-Tartu (86 versts)

The race began on a beautiful sunny day, a Friday. The 12 July issue of the daily paper *Meie Aastasada* wrote: “A peculiar disquiet could be noticed in the town streets in the early hours: in anxious anticipation, people are looking round at every roar or a signal of a passing car ... The city guards wearing full dress uniforms, white gloves and medals, the ones standing in the streets of the city centre and even carrying small flags, are listening to and following attentively, a hand cupped to the ear, the orders of their immediate foremen, the division supervisors. A great number of policemen have been sent to the streets today. City guards, division supervisors, bailiffs and their assistants – even the Chief of Police himself has been seen a few times rushing through the city in a car. By the time the train arrived from St Petersburg, a large number of spectators had gathered in front of the station and in Maarjamõisa Street, through which the distinguished guests were to travel.”



Tartu Railway Station 1914. A postcard (Pc).

It was pointed out in the newspaper that, while it was a common occurrence for trains to be late, this one arrived precisely on time, at 9:34. Grand Duke Cyril Vladimirovich and his wife Grand Duchess Victoria Feodorovna stepped out of the saloon carriage of the train onto the platform of Tartu railway station. The high-ranking visitors were greeted by Nikolai Zvegintzov, the Governor of Livonia, who had arrived from Riga on the night train; Prince Kropotkin, Deputy Governor and the president of Baltic Automobile and Aero Club, who had arrived in Tartu in his car; Count Shuvalov, the Master of Court Ceremonies; Victor von Grewingk, Mayor of Tartu; Klokatshev, the police chief; Reinhold von Liphart, the host of the opening day of the race, and his wife; and several other members of the club participating in the race.



Photo 3. Viktor von Grewingk (1854-1931).

Three bouquets of flowers were presented to the Grand Duchess at her arrival; they were given by the police chief Klokatshev, Prince Kropotkin and Mayor von Grewingk.

Meie Aastasada continues: “Two gates of honour had been erected at the end of Maarjamõisa Street, made from spruce branches and twigs. Also the passage to the street from the Valga end of the railway station, the point where the high-ranking guests descended, had been decorated with plenty of ornate branches. Outside the passage, a car was awaiting the Grand Duke Cyril Vladimirovich and the Grand Duchess Victoria Feodorovna; behind it the car of Count Shuvalov, etc, a total of five automobiles.”

After a brief welcome ceremony, the procession of cars moved through the city, the streets of which were adorned with flags on the occasion of the important event, to Raadi Manor. That was the starting point of the third Victoria Race.



Photo 4. Raadi Manor.

The day happened to be perfect: it was warm and the sky was quite clear. The well-known photographer Johannes Pääsuke (1892-1918) had been invited to the manor to record the beginning of the event. From the shadows visible in the photos it can be concluded that they were taken at about 1 pm, or immediately before the first phase of the race started.



Photo 5. Group photo taken on the staircase of the manor. From left, Olga von Kreutz, Mary Ernestine von Liphart and Elisabeth Buxhoeveden, sitting on the first stair; Ernst Gotthard von Manteuffel and Reinhold von Liphart standing. Lilli von Wahl and Maria von Brasch sitting on the middle stair. Victoria Fjodorovna, Cyril Vladimirovich, Karin Erika Edda von Transehe-Roseneck and Anna Mathilde von Liphart sitting on the upper stair. Paul Gaston von Transehe-Roseneck standing at the back, Elisabeth Hoyningen-Huene sitting on a chair next to him.

As the Grand Duke's Panhard et Levassor needed some servicing, the start of the first stage had to be postponed a couple of hours; so, over the first half of the day, the participants in the race got to know each other. The men found it exciting to explore each other's vehicles and their parts.

It was the third time the Grand Duke would participate in the Victoria Race in his Panhard et Levassor, powered by a 60-horsepower engine.



Photo 6. The Grand Duke's Panhard et Levassor 60 HP. Cyril Vladimirovich is at the wheel, beside him Victoria Feodorovna; Karl Lieven is on the back seat. On the right, engineer Eugen Feitelberg, the organizer of the race, is giving explanations; behind him Reinhold von Liphart, his wife Anna and daughter Mary are standing. The man with a hat behind Mary is Edgar Anton Terrepson, privatdozent at the University of Tartu. . Nikolai Kropotkin is walking on; the three ladies in white dress in front of the door behind Berg are Irene von Korff, Karin Erika Edda von Transehe-Roseneck and Elisabeth Huene-Hoyningen. On the right of the manor servant Nikolai Wrangell taking is pictures. On the left side of the photo next to a Raadi Manor servant, Wladimir Buxhoeveden is standing with a camera bag; behind them Gaston von Transehe-Roseneck's Benz 14/30 HP runabout.

The Grand Duke Cyril Vladimirovich (1876-1938) was a cousin of Nicholas II and served in the Guard crews, the naval division of the Imperial Guards. His marriage to Victoria in 1905 caused a great scandal in the Czar's family for several reasons. Princess Victoria Melita of Saxe-Coburg and Gotha (1876-1936) had previously been married to Grand Duke Ernst Ludwig, who was a brother of the Czarina Alexandra Feodorovna. In addition, Cyril and Victoria were comparatively close relatives, and, to top it all, Victoria was unwilling to give up her Anglican faith for the Russian Orthodox one. Since the marriage did not meet with the approval of the Emperor Nicholas II, Cyril lost all his rights as a member of the Imperial family. He and Victoria moved to Paris, where they had two daughters: Maria and Kira. It was only in 1907, when Victoria joined the Orthodox Church, that Nicholas II eventually recognized their marriage, granted Victoria the title of Grand Duchess. After two more years, Cyril regained Imperial family membership rights.

Prince Karl Lieven (1880-1941) from St. Petersburg, who was a naval lieutenant in the Grand Duke's service, was the passenger and assistant driver in the Grand Duke's car ¹⁴. The Lievens are an old aristocratic family, who, according to tradition, are descended from the Livonian elder Kaupo. In the eighteenth century, the Lievens diverged into two major branches, one of whom were barons, the other princes.

The engineer Feitelberg, organizer of the race, had to do a lot of explaining of the rules and all kinds of details of the race. Eugen Feitelberg (1865-?) was the son of Moritz Feitelberg (1834-?), the well-known Jewish businessman, a merchant belonging in the First Guild of the city of Riga, and owner of a reputable department store. Eugen was one of the first car dealers in Riga. In 1907, he became the representative of the German company Cyklon Maschinenfabrik. The company produced three-wheeled vehicles to an original design, which were named Cyklonette. In the same year, 1907, he won a silver medal at the car exhibition in St. Petersburg with it, and started a taxi service in Riga using these wonder vehicles. The taxi rank was across the road from the current Riga Opera Theatre, in front of Hotel Roma.

From 1907 onwards Feitelberg participated in various motor races, was a board member of the auto section of the Union Cycling Club, a founder of the Automobile Club of Riga in 1908, and two years later also a founder and board member of BAAC.

In 1908, he founded an eponymous department store, which, in addition to Cyklon, represented companies such as Diatto-A.Clement, Humber, Benz, Pipe, Gaggenau, and Laurin-Klement. It was also possible to purchase motor boats, and, from 1910 onwards, aeroplanes. In 1911 Feitelberg organized Sergei Utochkin's demonstration flights in Livonia, and also travelled as a passenger himself. In addition to all this, Feitelberg was a board member of the society of Riga Zoo.



An advertisement for Feitelberg's car emporium.

In 1908, he founded an eponymous department store, which, in addition to Cyklon, represented companies such as Diatto-A.Clement, Humber, Benz, Pipe, Gaggenau, and Laurin-Klement. It was also possible to purchase motor boats, and, from 1910 onwards, aeroplanes. In 1911 Feitelberg organized Sergei Utochkin's demonstration flights in Livonia, and also travelled as a passenger himself. In addition to all this, Feitelberg was a board member of the society of Riga Zoo.

To mention some Tartumaa County citizens, Maria von Brasch (born Knorring), her husband Ernst von Brasch and her brother Woldemar von Knorring took part in the race. Maria von Brasch (1889-?) deserves a particular notice: she was one of the first car owners in the city of Tartu. Her Panhard et Levassor acquired the registration number 2 of the city of Tartu in 1908, (number 1 was given to a Cyklonette tricycle purchased from Feitelberg in Riga, owned by Alexander Vagner, teacher in the faculty of physical education in the University of Tartu) ². One can imagine the amazing sight of this beautiful and delicate young lady driving around the city of Tartu in a huge Panhard et Levassor.



Photo 7. Maria von Brasch's 1912 Miesse 20/30 HP in the yard of 36 Lai Street in Tartu.



Photo 8. Maria von Brasch; Dr Edgar Terrepson is arriving with a walking stick.



Photo 9. Left to right: Dr Edgar Terrepson, Nikolai Kropotkin and Alexander Shuvalov.

Maria was the owner of Luke Manor; she also owned a house at 36 Lai Street, Tartu, which was later acquired by the University of Tartu. In 1909 she married Ernst von Brasch, the owner of Ahja Manor. By the time of the race with her brother Woldemar, Maria was already a two-time car owner. Maria herself, her husband, Ernst Konrad von Brasch (1884-1924) and her brother Woldemar von Knorring (1891-1962) took part in Maria's second car – a Belgian vehicle, the Miesse.

Among other Tartu people recorded in the photographs the renowned physician Edgar Terrepson can be seen: he was also invited to the opening event at Raadi Manor. Edgar* Anton Terrepson (1872-1934) was the son of a Võru alderman and merchant. He had studied medicine at the University of Tartu and subsequently worked there as a private docent specializing in skin and venereal diseases. Besides, he was the head of the city of Tartu hospital of skin and venereal diseases. Terrepson was also a car owner: he had an Apollo Piccolo 7/4 HP, a small car with a two-cylinder engine. It should be noted that this vehicle still featured on the list of vehicles registered in Tartu in 1926.

In addition to the participants from the Baltic provinces, people had arrived in Raadi from St. Petersburg, the capital. Count Wladimir von Buxhoeveden, Count Alexander Shuvalov and Baron Nikolai von Wrangell had made the long journey in their cars.

Buxhoeveden had arrived in a powerful 65-HP Opel. Count Wladimir von Buxhoeveden (1885-1944), born in Tapa Manor in Estonia, was a descendant of famous Bishop Albert. He studied law at St. Petersburg, served as a titular councillor and the official for special duties to the governor of St. Petersburg.¹⁶

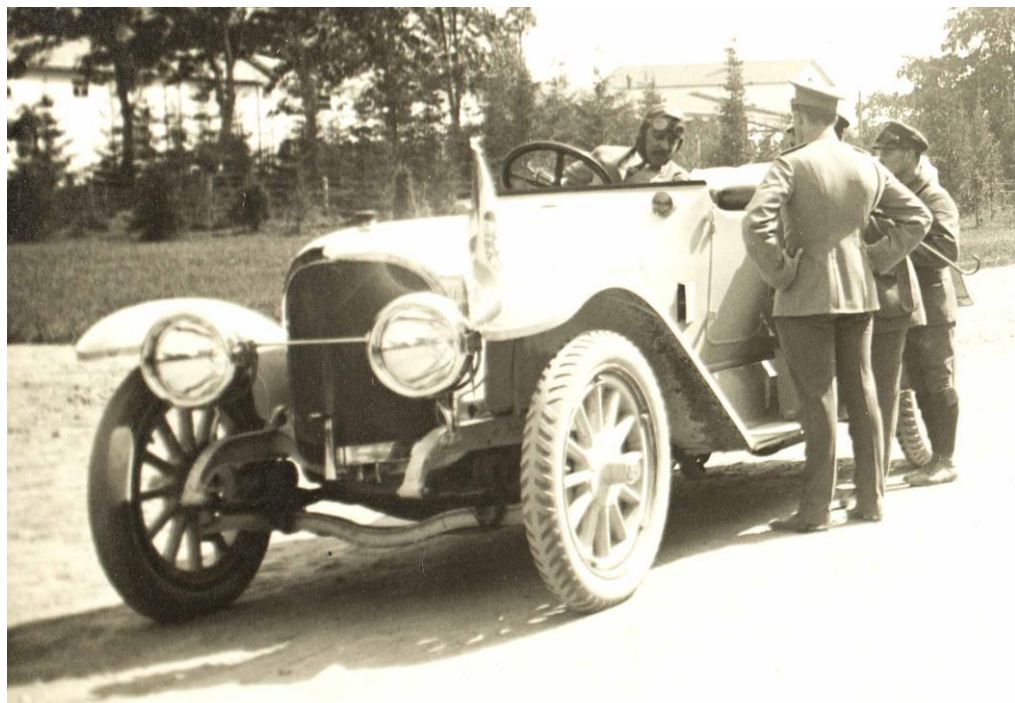
He owned a grand apartment building located at the corner of Bolshaya Dvoryanskaya and Bolshaya Vulfova streets in St. Petersburg. Apart from his chauffeur-mechanic, he travelled with his wife Elisabeth and the Countess Olga von Kreutz.

Wladimir's wife Countess Elisabeth Belzig von Buxhoeveden (born. Kreutz, 1889-1979) came from Polish nobility. Countess Olga von Kreutz (born Pistohlkors, 1888-1963) was married to Elizabeth's brother Alexander von Kreutz, a cavalry regiment officer for the Imperial Guard. The three brothers participating in the race, Rene, Gaston and Arved Transehe-Roseneck were Olga's cousins.

Olga's parents were Major General Erich von Pistohlkors (1853-1935) from Rutikvere manor, and the scandalous and sensational member of higher society Olga von Pistohlkors (1865-1929).

By the time the Victoria Race took place, Olga was in a new marriage, this time to Grand Duke Paul Alexandrovich Romanov (1860-1919), the son of Emperor Alexander II. This marriage, being morganatic, caused the Grand Duke many problems. Like Cyril Vladimirovich, his marriage meant that Paul Alexandrovich lost all his rights as a member of the Imperial family in 1902, and was forced to leave Russia with his wife. In 1908 Nicholas II pardoned them and the Grand Duke was allowed to return home with his family. By this time Paul and Olga had two daughters, Natalia and Irina, and a son, Vladimir. After their return the Czar granted to Olga and the children the title of Prince and Princesses Paley. Construction of a residential building for the Princess and her husband was started based on the project of the architect Karl Schmidt (1866-1945) in Tsarskoye Selo. The building was completed in 1914 and is now known as Olga Paley Palace.

Reportedly the Paley / Pistohlkors family had close interaction with Rasputin.



Photos 10,11. Buxhoeveden's 65-HP Opel. Wladimir Buxhoeveden at the wheel; the man in a uniform is Paul Meyendorff, a member of the organizing committee and the Staff Captain of the Cavalry Regiment of the Imperial Guard. The car has a Petersburg registration plate, number 92.

As for people with connections to the Tsarist court, Baroness Elisabeth von Hoyningen-Huene (1891-1973), a courtier of Czarina Alexandra Feodorovna's should also be mentioned; she was registered as the passenger in Nikolai von Wrangel.'s car. The family of Hoyningen-Huene was involved in Navesti, Lelle and Eidapere Manors in Estonia.

Baron Nikolai von Wrangell (1869-1927) took part in the race in a Lorraine Dietrich. The Wrangells were an aristocratic family belonging to the Estonian Knighthood. Nikolai's cousin, the famous General Peter von Wrangell (1878-1928) is perhaps the best-known of them. By the time being discussed here, Nikolai von Wrangell was a colonel by rank, commander of the 16th Irkutsk Hussar Regiment, and for years he had been the adjutant of the Grand Duke Mikhail Alexandrovich (1878-1918). Let it



Foto 12. Nikolai Wrangell.

be mentioned here that the Grand Duke Mikhail Alexandrovich also had to spend two years in exile due to a morganatic marriage. While Nikolai von Wrangell was a military man, he had romantic inclinations, and in 1911 he authored a collection of poems.

Another passenger was listed in the car; this was Mrs. E. Ivanenko, who was most likely the wife of Peter von Wrangell's wife Olga Ivanenko's brother Dmitri. Several participants who had come from further away withdrew from the first stage of the race, preferring to rest and prepare for the evening ball.

The first stage of the drive was divided into two parts:

1. Raadi-Kilgi-Kaarli-Koosa-Alatskivi (40 versts);
2. Alatskivi-Koosa-Kavastu-Luunja-Tartu-Raadi (46 versts).

Breakfast was awaiting the racers in Alatskivi Castle ^{17,18}. Visitors were received by the ever-cheerful owner of the castle, Baron Heinrich von Nolcken Reinhold (1878-1953), who, along with his ladies, organized an exciting excursion round the castle premises. Resembling the splendid royal residence of Balmoral Castle in Scotland, the building stands near Lake Peipsi, on the shore of Lake Alatskivi surrounded by a beautiful park. The castle was built in the years 1880-85 after the design of Arved von Nolcken (1845-1909).

After proper nourishment the racers started to make their way back, along a road which took a broad south-easterly arc through Luunja back to Tartu.



Alatskivi Castle. Pc.



Photo 13. Heinrich Reinhold Nolcken.

On the way from Kavastu to Luunja the drivers could enjoy beautiful views of the River Emajõgi. The banks of the river were busy – haymaking was underway. At Luunja Manor, which also belonged to the Nolckens, the racers were met by a horse rider on a magnificent white horse. It was a beautiful girl in a light-coloured dress, whose hair was adorned with a daisy wreath. Fortunately, the engine noise of the passing cars did not frighten the horse.



Photo 14. The finish. The Grand Duke's car is entering the city of Tartu on the Räpina Road. On the right, by the road, there is the first photographed traffic sign on Estonian roads indicating a bendy road; the advertisement beneath it, "Pneu Prowodnik" is of the sponsor of the race Prowodnik tyre factory.

The racers got back around 5 pm; a gate of honour had been erected at the finish line at the city boundary, a crowd of people of the city had come to watch the race, among them a host of schoolboys.

It turned out that Count Berg in his Mercedes had been the best on the way to Alatskivi (40 versts in 40 minutes). On the way back engineer Kreissler's Benz was the fastest (46 versts in 45 minutes). Mr von Brümmer in his small Opel, which was the smallest car participating in the race, covered the road in only 55 minutes, about ten minutes of which was spent on tyre repair ¹⁹.

In Tartu everybody headed to the German Artisans' Society in Tiigi Street, where a festive reception in honour of the participants of the race had been organized in the garden.



The building of the German Artisans' Society in Tiigi Street. Pc.

The *Postimees* of 12 July 1914 wrote: "The returnees were expected in front of the building of the German Artisans' Society in Tiigi Street. When the Grand Duke Cyril Vladimirovich and his noble wife arrived after the other participants, the brass band of the Firemen's Society played Preobrazhensky March. Anderson, the head of the firemen, gave a report to the Grand Duke about the company's doings and composition. Thereafter the Grand Duke greeted the parading firemen, who jointly returned the greeting."

In honour of the visitors, carpets had been laid down at the entrance to the building and the façade was decorated with an abundance of floral ornaments. In addition, on the occasion of the visit of the Grand Duke, portraits of his parents, the Grand Duke Vladimir Alexandrovich and Grand Duchess Maria Pavlovna, had been brought out.

The society building was located in Tiigi Street between the current Tiigi Dormitory and the Registrar's Office. The building was destroyed along with most of the built-up section of the street in the 1941 bombing.

The garden of the Artisans' Society is today known as Tiigi Park; the park's pond (Estonian 'tiik') is what gave the street its name. In 1914 there were a cosy café and an outdoor summer theatre in the garden.

After the greetings everybody went to the garden, where a tea table was waiting. After tea the guests were offered champagne, and the theatre band performed a few concert pieces. Grewingk, the mayor, proposed a toast to the Grand Duke. After another piece of music the guests went to the garden, where the Grand Duke planted two small lime trees to commemorate the day¹⁹.

In order to find the trees planted by the Grand Duke, Alar Läänelaid, a dendrologist from the University of Tartu, conducted a thorough investigation, during which the park's flora was analyzed and a number of lime trees were measured and drilled. Unfortunately, the trees planted by the Grand Duke have not been found so far. The initial assumption that the trees planted by him might have been the first trees of the linden avenue surviving to this day was not confirmed. Dendrochronological analysis showed that the avenue between Tiigi and Vanemuise Streets was founded around the year 1860; this is precisely the time when the German Artisans' Society became the owner of the plot, and so when the trees were planted. It is possible that the trees in question have been destroyed, but it is also conceivable that the journalist describing the events misidentified the species, and the trees planted were not limes but, for example, cork trees. Two of those are growing in a small glade beside the linden parkway.

The festive event in the garden of the Artisans' Society culminated with the presentation by the city of Tartu of a magnificent punch goblet to the participants in the Victoria Race.



Tartu Wooden Bridge. Pc

The Grand Duke thanked the hosts for the warm welcome, and around 6 o'clock the guests drove on along Rütli Street, over the Wooden Bridge, and up St. Petersburg Hill to Raadi Manor.

At Raadi, Reinhold von Liphart showed the guests his fabulous art collection; it was considered the largest private art collection in the Baltic countries. In order to create better conditions for storing and displaying those treasures, several extensions had been added to the manor building. The result of this was an exceptionally beautiful manor house in Neo-Renaissance and Neo-Baroque styles. The design of the interior was no less breathtaking. Moving on from the entrance hall, one found a tastefully decorated music room; the vast malachite vase given as a gift to count Alexander Benkendorff (1781-1844) by Nicholas I and antique sculptures standing along the walls made a powerful impression. In the centre of the building there was a majestic dome, and in the gallery beneath it Liphart's library of nearly 40,000 volumes was kept.



Photo 15. Liphart's 1912 Opel 8/20 HP. Reinhold is at the wheel; next to him his driver Peeter Nikiforov; on the back seat Maria von Brasch (née Knorring). Next to the car Reinhold's daughter Mary Ernestine, Reinhold's wife Anna Mathilde, and Anna's father and Reinhold's father-in-law Ernst Gotthard von Manteuffel. The flag of the Baltic Automobile and Aero Club is flying on the car.

At the end of the eighteenth century a palace garden with winding walkways was located north of the manor centre. The second garden of descending terraces had been planted in front of the main building on the shore of the lake. In the 1840s, when the manor house was once again rebuilt, the layout of Raadi's park was also changed. The new design concept was the work of the renowned German landscape architect Peter Joseph Lenne (1789-1866), who in designing the park at Raadi followed the example of royal parks in Prussia.

Reinhold's wife Anna and their diligent daughters Helene and Mary were very busy; their duty was to take care of the guests on the first day of the race.



Photo 16. The guests in the yard of Raadi Manor. Left to right: Paul Gaston von Transehe-Roseneck, Felix von Mengden and Mary Ernestine von Liphart. On the foreground the Lipharts' dachshund, middle of the back Stella Meyendorff and Julie (Lilia) Marie von Schilling. The young man and the lady are Reinhold Stael von Holstein and Liphart's elder daughter Helene. The two men on the right are Vladimir Zvegintzov and his father Nikolai Zvegintzov, Governor of Livonia. In the background the flag of the club can be seen flying on a Studebaker belonging to Alexander Schoultz von Ascheraden.

A gala dinner was held in the evening in conjunction with an Italian night, which followed; then there were fireworks, and a ball ^{18,20}. The evening chill was especially enjoyable after the heat of the day. Views from the terrace of the manor house over the beautiful park gave a magical impression: the fireworks and their reflections on the surface of the water were particularly enchanting in the twilight.

Crucial events took place in world politics during the seven days of the race, which led to drastic turns in history as well as in the lives of the participants.

The evening of the previous day, July 10/23

At 6 pm the Austro-Hungarian ambassador presented an ultimatum to Serbia in Belgrade, some of the demands of which endangered Serbia's state of independence. The ultimatum had a deadline 48 hours later. During the late evening of the same day the visit of the French President Raymond Poincaré (1860-1934) to Russia came to an end, and around midnight the President left Kronstadt on the battleship *La France*,

which headed towards Stockholm. It is possible that in order to complicate operative communication between the heads of state of Russia and France, the filing of the ultimatum was scheduled for the time of departure of the President, who was setting off on a four-day sea voyage to his home country.



Photo 17. Kronstadt. The battleship La France.

The Morning of the first day of the Victoria Race

At 10 am, the Russian Foreign Minister Sergei Sazonov (1860-1927) arrived at his ministry, where the information about the ultimatum was confirmed. His first response is said to have been, “It’s a European war?”. At 11 am the Austro-Hungarian Ambassador, Count Friedrich Szapáry (1869-1935) presented Sazonov a copy of the ultimatum to Serbia. A heated debate followed²¹.

At 3 pm a ministerial meeting took place on Yelagin Island in St. Petersburg. On the agenda there were counter-measures related to the ultimatum, including the possibility of the announcement of a partial mobilization. That would have meant mobilizing the thirteen southernmost Military Corps (a total of 1,100,000 men) bordering Austria-Hungary, as well as the Black Sea Fleet. The possibility of partial mobilization caused debates. Plans only existed for a general mobilization, but this would have meant immediate conflict with Germany.

The difference in the significance of mobilization orders in Russia and Germany should hereby be clarified. While in Russia mobilization did not at all necessarily mean war and could easily be followed by demobilization, in Germany it automatically meant the start of military action.

At 5 pm the decisions taken were sent to the Czar to be confirmed. Nicholas II (1868-1918) added to the Black Sea Fleet the need to mobilize the Baltic Sea Fleet²².

Day 2: 12/25 July

Tartu - Pärnu (188 ¼ versts)

On the night before the race, the participants signed up drivers and passengers for the following day, to help with the earlier start in the morning. After light refreshments in the early morning, the cars, one after another, left the beautiful manor park, leaving the hospitable house behind.

The weather was overcast. From Tartu they drove via Voldi towards Põltsamaa. Lustivere Manor, home to Leo von Wahl, was on the way, and there the racers were welcomed with a victory arch¹⁸. Edward Leo von Wahl (1883-1965) was driving a 50-HP Mercedes. Leo's wife Lilli* Louise Charlotte (1887-1966) and the Lady of Aseri Manor, Alexandra* Marie Dorothea von Harpe (1874-1927), were travelling in the car as passengers. Perhaps the best-known member of the Wahl family is Leo von Wahl's uncle, the surgeon and medical professor Georg Eduard von Wahl (1833-1890). Between 1881 and 1885 he was Rector of the University of Tartu. In 1877 he, together with a number of like-minded people, founded Tartu Psychiatric Hospital.



Photo 18. Lustivere Manor.



Photo 19. Leo von Wahl.

The racers arrived early in Põltsamaa. *Tallinna Teataja* of 15 July reported, “Of the participants in the motor race bearing the name of the Grand Duchess Victoria Feodorovna, the leaders arrived in Põltsamaa on 12 July at 8 am; without stopping they drove on to Olustvere. The town was decorated with flags and two gates of honour, which the motorists drove through. Enthusiasts had begun waiting in the streets as early as at 6 o'clock. Many peasants had gathered by the roadside in the town and elsewhere to see these great lords, for whom road works had been going on since spring.”

In German newspapers one can read that there was, however, a short stop; namely, in their order of arrival, the racers were able to visit Põltsamaa Castle, a local landmark built in 1272 by the Livonian Order on the banks of the Põltsamaa River. After doing so they rode on to Olustvere, where that day's breakfast was scheduled¹⁸.

Count Nikolai von Fersen (1858-1921) with his wife hosted the motorists in Olustvere. Nikolai von Fersen was a Major General in the Russian Imperial Court. For

years he served as adjutant to Grand Duke Vladimir Alexandrovich, the son of his godfather Emperor Alexander II.



Olustvere Manor. Pc.



Photo 20. Count Nikolai von Fersen attending a costume ball at the Winter Palace, 1903.

The Count belonged to the most influential automotive organization of the state – the Imperial Russian Automobile Association (IRAO). He made his journeys to St. Petersburg in his 25-HP Benz. He owned two gorgeous houses in the capital, in Milionnaya Street, the immediate vicinity of the Winter Palace. Together with Arved Rosen and John Girard de Soukanton, Nikolai von Fersen became well-known in Tallinn for starting the horse tramway in 1888. His wife Sophia was the daughter of Prince Dolgorukov. Her family owned more estates in Russia than the von Fersens in Estonia; the grandest of them was the fairy-tale-like Sofiyivka in Crimea.

After an invigorating breakfast the racers drove on towards Viljandi. A light shower meanwhile was refreshing and somewhat relieved the near-unbearable heat, reducing the dustiness of the road. The participants soon arrived in Viljandi, where flags were flying on the buildings and the streets of the town were lined with numerous spectators. The cars moved through the town at a moderate speed, so that the procession of vehicles would be better viewable by the onlookers¹⁸.

From Viljandi, the racers travelled via Abja, Tihemetsa and Nõmme to Pärnu. The local peasantry could often be seen by the roadside, cheerfully greeting the cars passing them. In the afternoon there was a heavy downpour, and the curvy roads between Abja, Nõmme and Pärnu became very slippery. There were many puddles, and the drivers had to proceed with caution¹⁸.

In Tihemetsa, at the home manor of Heinrich von Stryk, another tastefully adorned gate of honour could be admired. At Kilingi-Nõmme firemen, lined up by the roadside in their shiny polished helmets, played a fanfare. The local police officer in a full dress uniform offered an impressive sight, sitting proudly on his red horse as if on a throne.



Photo 21. A gate of honour at Tihemetsa Manor. Nikolai Wrwngell's Lorraine-Dietrich 18/24 HP approaching. Writing on the photo: The gate of honour, built for the grand duke by the manor on the occasion of the car race. Best wishes.

Before Pärnu there was a little confusion when the right direction was sought. The road passed through a deep forest, where there were a number of junctions, but there were no milestones or signposts. Fortunately, after a minor adventure the right way was found.

The first car arrived in the town at about 3:30; and, moments later, the Grand Duke's vehicle arrived in second place. Although many punctures had been incurred, every participating vehicle arrived at the destination safe and sound. The motorists met a warm reception: flags were flying and a gate of honour had been erected at the entry to the city. A large crowd welcomed those participating in the race; besides the townspeople, many enthusiasts had arrived from nearby villages and settlements.

In the evening a festive dinner was given to the guests at the Pärnu Beach Salon, also known as the Kurhaus or Kursaal. In total, 68 seats and a corresponding number of crockery sets had been reserved for the participants in the race and their hosts. The doors were guarded by the police.



Pärnu Beach Salon. Pc.



Photo 22. Heinrich von Stryk.



Photo 23. Oscar Brackmann.

The terrace of the restaurant was open to the townspeople. *Pernausche Zeitung* of 11 July published a notice issued by the Pärnumaa County Government that during the banquet given at the Kurhaus on the occasion of the great event of 12 July, the public would be allowed into the outdoor cafe of the Beach Salon upon presentation of tickets bearing holders' names. The transfer of tickets to other people was not permitted. There was a limited number of tickets and they could be obtained at the Police Government till 5 pm the same day.

Heinrich von Stryk, a member of the club and the owner of Tihemetsa Manor gave a festive address. Heinrich* Eduard Karl von Stryk (1873-1938) studied law at the University of Tartu in 1891-1893, and was a member of Corporation Livonia. Later he operated as District Ambassador and Judge of Peace. In 1905, he married Countess Emma* Charlotte Auguste Mellin (1884-1927). He took part in the Victoria Race in a Mercedes belonging to Hugo von Stryk, the owner of Taagepera Manor. He himself had a 15/35 HP Opel. Previously he had owned a 7/17 HP Adler, which was later acquired by Hugo von Stryk. The car was driven by a German, Heinrich Leopold Grahv.

After Heinrich von Stryk, Oscar Brackmann (1841-1927), the Mayor of Pärnu, made a welcome speech and, on behalf of the City of Pärnu, awarded a silver punch goblet to the Baltic Automobile and Aero Club; a beautiful floral bouquet was presented to Grand Duchess Victoria ²⁴.

The Pärnu Volunteer Firemen's Society had organized a formal line-up in front of the building; in their fancy uniforms and shiny helmets, the men made an excellent impression. The Grand Duchess presented the firemen with a golden finial for their flagpole to commemorate the visit.

The banquet room had been tastefully decorated with abundant plant ornaments. Electric lighting mounted onto ropes was enchantingly swaying in a light southwest breeze. The spectacular fireworks display over the sea was particularly striking. The banquet was followed by a dance. The party went off with a bang, and only after midnight did the guests head for their place of accommodation.

That night the racers stayed at Audru Manor, located about ten minutes drive from the Beach Salon.



Audru Manor. Pc.



Foto 24. Adolf Pilar von Pilchau.

The motorists were kindly offered shelter by Baron Adolf Konstantin Jakob Pilar von Pilchau (1851-1925), Lord Marshal of Livonia and the owner of Audru Manor, who since 1912 had been the representative of the Baltic Governorates in the State Council of Russia.



Photo 25. Nikolai Zvegintsov.

While the guests were preparing for rest, an urgent despatch arrived for Nikolai Zvegintsov, the Governor of Livonia. The Governor immediately left for Riga on the steamship *Kondor*. Nikolai Alexandrovich Zvegintsov (1848-1920) had been the Marshal of Nobility in the Province of Voronezh (1882-1888), Governor of Smolensk (1902-1905) and Governor of Livonia (1905-1914). Photographs show that he travelled with his son Vladimir Zvegintsov (1891-1973), who had studied in the Page Corps and served in the regiments of the Imperial Guard.

On the same day

At 11 am the second session of the Council of Ministers was held at Krasnoye Selo. The meeting was chaired by Nicholas II. It was decided to prepare for mobilization in case Austro-Hungarian troops crossed the Serbian border. The ‘state of preparation for war’ or ‘pre-mobilization period’ was announced²².

At 6 pm the deadline of the ultimatum filed to Serbia expired. Serbia responded to the ultimatum, accepting the majority of points, but Austria-Hungary considered this insufficient.

At 6.30 pm Austro-Hungarian ambassador Giesl von Gieslingen (1860–1938) left Belgrade, which meant the severance of diplomatic relations.

At 6.30 pm the Minister of War Vladimir Sukhomlinov (1848-1926) and the Commander in Chief General Nikolai Yanushkevich (1868–1918) arrived at the appointment with the Czar. Nikolai II gave orders to start preparations for partial mobilization.

At 8 pm a meeting of the General Staff of the army was held, where the measures to be taken during the pre-mobilization period were specified. The plan included the declaration of a state of war in the Western fortresses, the recalling of officers from leave, the return of troops from summer camps, as well as preparations for the installation of mine barriers in the Baltic Sea. The pre-mobilization period was set to begin at midnight of the same day and to last for 24 hours²².

Day 3: 13/26 July

Pärnu-Taagepera-Sangaste (163 versts)

The start was given around 7 o'clock on Sunday. Initially, up to Abja, the cars had to go all the way back the way they had come.

The landscape gradually became more and more beautiful. Picturesque hills began to emerge on the horizon, hiding mysterious forest lakes themselves in the valleys between. The weather was clear and warm, but thankfully not too hot.

Local farmers were working in the fields: hay making and harvesting rye were underway. Pretty sheaves of rye were emerging in the fields. Here and there one could see heavily loaded horse carts. When people saw the cars rushing past, they waved in the direction of the motorists.



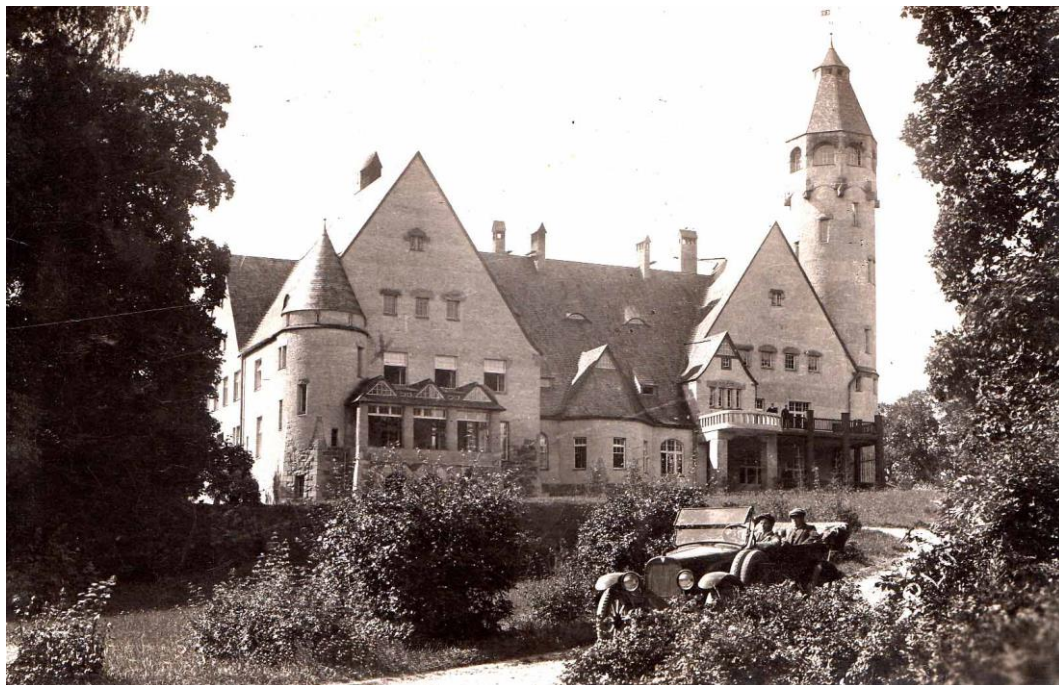
Pieter Bruegel the elder The Harvesters.

The images accompanying the racers, in golden yellow shades of sunlight in July were reminiscent of the paintings of Bruegel. Near Kamara, waving gigantic blades just like hands, a picturesque windmill towered. At its gate a pitch black horse was standing, having brought a heavy load: grain scales.

On the way to Taagepera a little mishap occurred with the Grand Duke's Panhard et Levassor. Suddenly the engine began to misfire. It was found that a clogged carburettor was to blame; a little stop had to be made to resolve the problem.

That day's breakfast had been scheduled to be in Taagepera. The tower of the castle became visible from afar; as it turned out, its height was 40 meters. It was said that the

tower was built high so that the lady of the manor could admire the sunrise and sunset undisturbed.



Taagepera Castle. Pc.

The majestic Taagepera Castle, resembling a medieval fortress and designed by architect Otto Wildau (1873-1942), resembled an emissary from distant past. In fact, the new stone building was completed in 1912. Previously the site had been occupied by a wooden manor house, which was destroyed in a fire. According to legend, the building had been burnt down by the castle ghost Dora – a young woman who several hundred years earlier had been walled-up in the house's foundations.

The guests were welcomed by the founder of the castle and lord of the manor Hugo von Stryk and his wife Anna* Sophie von Stryk (1871-?), who was sister to Heinrich von Stryk.



Photo 26. Hugo von Stryk.

Hugo* Ferdinand Bernhard von Stryk (1860-1941) was an enterprising man with a broad reach. He hadn't skimmed in the construction of the castle. The granite stones of the outer walls had been brought with horses from Riga. No one could complain about a lack of space: the castle had almost a hundred different rooms. The walls were covered with different wallpapers in every room, and each room had its own name; dark stone fireplaces were an interesting feature of the interior.

The manor park was yet another attraction; among the manor parks of South-Estonia it was one of the biggest and richest in species. Nice shaded avenues led a visitor through the park to the manor house.

Hugo was also a car enthusiast. In different times he owned three cars ²: an Adler 7/17 HP, which was later acquired by Oskar von Stryk; a Mercedes 10/25 HP, in which Heinrich von Stryk took part in Victoria Race; and a Benz 10/30 HP, co-owned with Alfred von Stryk, in which the latter participated in the race.

Alfred* Georg Alexander von Stryk (1878-1919), the owner of Suure-Kõpu Manor, had studied law at the University of Tartu and was a member of the Baltic German Corporation 'Livonia'. In 1905 he married Anna* Jeanette Aimée Stael von Holstein (1880-1966), who was his passenger during the race.

Alfred von Stryk had edited *Auto-Taschenbuch herausgegeben vom Baltischen Automobil- und Aero-Club* ('Pocket car book published by the Baltic Automobile and Aero Club', Riga 1911), the first guide for motorists published in Czarist Russia.

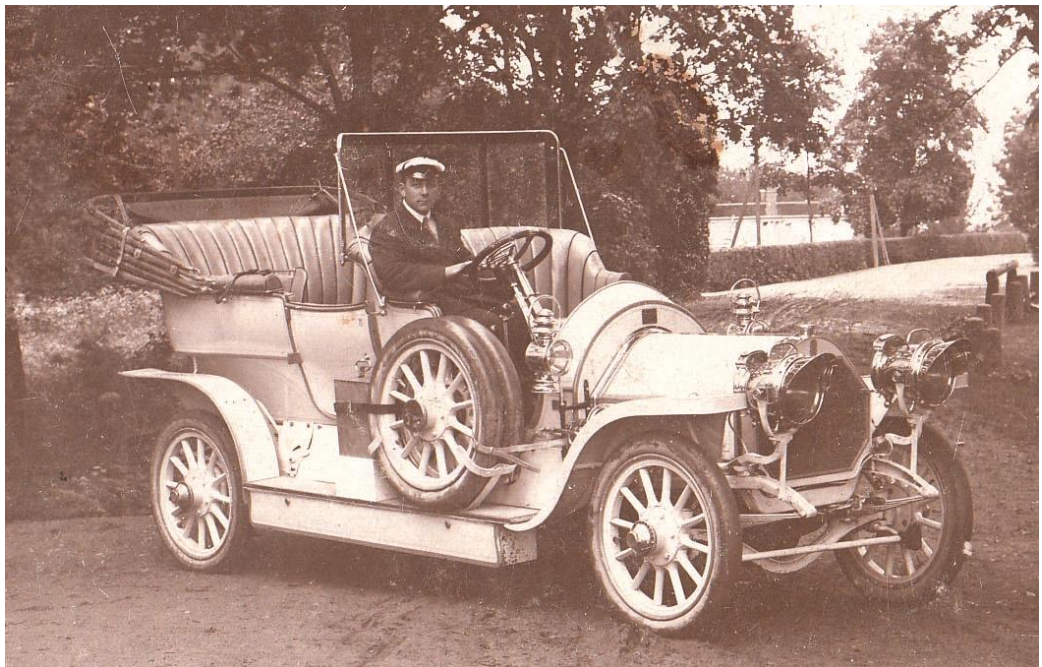


Photo 27. Alfred von Stryk. Beeston Humber 30 HP.

The Stryks were among the first car owners in Pärnumaa County. Several postcards survive with Alfred von Stryk posing at Tihemetsa Manor with the 1907 English

Beeston Humber car (30 HP); also there are some photographs of Heinrich von Stryk's 1905 Mercedes (45 HP) taken at the same manor.

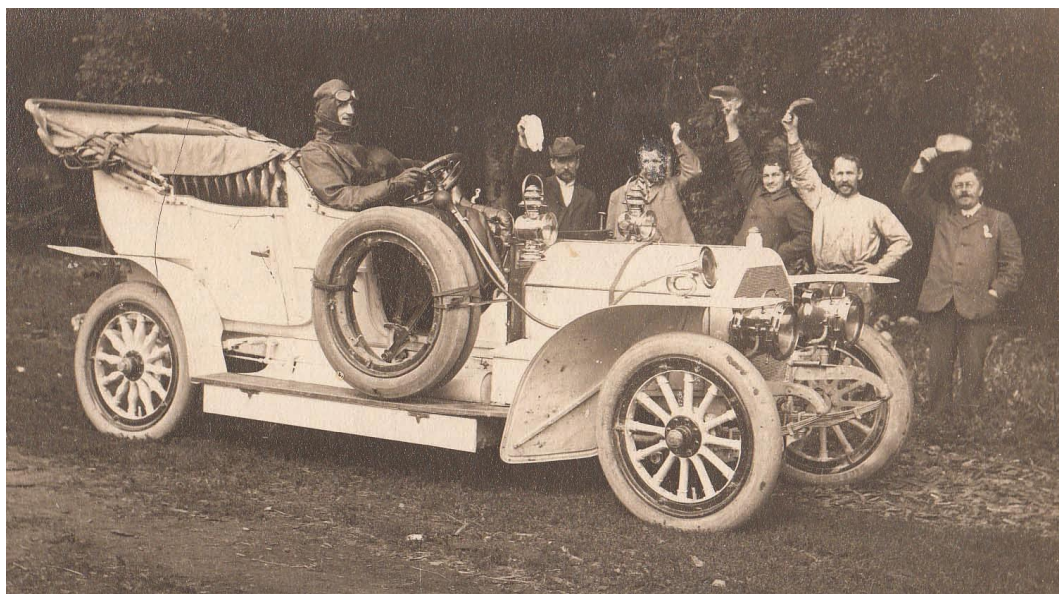


Photo 28. Heinrich von Stryk's 1905 Mercedes; Stryk's driver Leopold Grahv at the wheel.

There were other auto enthusiasts among the Stryks. Two cousins of Heinrich von Stryk, Oskar von Stryk (1861-?) from Laatre manor, and Cristoph von Stryk (1864-?) from Lugažu Manor were also car owners; they both had a 1911 Adler 7/17 HP.

All five said Stryks: Heinrich, Hugo, Alfred, Oskar and Cristoph had a common great-grandfather, Bernhard Heinrich von Stryk (1746-1829), the Pärnu district chief.

The landscape changed after Taagepera: ancient forests began there, full of mystery and poetry. Among them, as on inhabited islets, groomed fields and cosy farm houses were hiding.

Near Tõrva a serious incident involving Baron von Hahn from Ērberģe Manor took place. He drove off the road, damaging the rear axle of his Benz; in consequence he had to relocate his passengers into other cars ¹⁹.

Franz* Adam Wilhelm von Hahn (1887-?) was a member of the Forestry and Land Evaluation and Taxation Committee for Friedrichstadt (Jaunjelgava) municipality in Courland for the Ministry of the Economic affairs. He travelled with his wife Baroness Jenny Anna Louise (1875-?). They owned Ērberģe manor in Courland. Baron von Hahn succeeded, after a long struggle, in getting the vehicle to move, but he continued the race outside the competition.

Before Sangaste another breakdown struck the Grand Duke's Panhard et Levassor; this time it was a puncture. Several other vehicles had problems with their tyres.

By the evening the racers had arrived in Sangaste. Count Friedrich Berg, Ermes Berg's wife Erna, and other members of the family welcomed the guests in front of the castle ²³.



Sangaste Castle. Pc.

This majestic building in its historicist style gave a mighty impression. According to a legend, the founder of the castle Friedrich Berg had been inspired to build such a magnificent castle by an unhappy love in his youth. The Count wished to marry a beautiful English countess, but the girl's parents did not consent. The girl's father had said, 'I won't give my daughter to some Russian lumberjack'. So, in order to prove his status, Friedrich Berg decided to erect a manor house which would not be beneath comparison with the castles of English nobility. The building in the style of Windsor Castle was completed in 1883; it was designed by a Baltic German architect, Otto Pius Hippius (1826-1883).

Behind the castle there was a beautiful park, which consisted of two visually different parts: the castle park and the forest park. The forest park was bordered by a system of ponds connected to each other by ditches. Various rare species of trees could be found there; some of them could only be seen in Sangaste. The so-called Peter's oak grows; according to tradition, it was planted by Czar Peter I.

Sangaste manor had a phone connection as early as in 1896, and electricity in 1907. Friedrich Berg (1845-1938) was a talented person of varied interests. He enjoyed cabinetmaking, so a large part of the furniture of the estate was his own handiwork. The Count was interested in technical matters; he himself constructed an original threshing machine and a potato harvester. Additionally, he was a successful plant and animal breeder.



Photo 29. Reception at Sangaste. From left: Ermes Berg, Grand Duchess Victoria, Grand Duke Cyril, the correspondent of Rigasche Zeitung, Ermes's son Alexis (Alik) Berg, and Erna Berg.



Photo 30. Count Friedrich Berg (on the right) travelling in France. The photo was taken in 1903 near Biarritz after an eighteen-hour drive from Paris.

Count Ermes* Friedrich Berg (1880-1949), Chamber Junker at the royal court acted as the seneschal Sangaste, and later was a representative of the Russian Red Cross Society.

Just like the Stryks, Berg was one of the first car owners in Livonia. There is a photo dating from 1903 in which Friedrich Berg is making a tour in France in a Darracq. In Ermes Berg's name by the time of the Victoria Race there had been registered five cars²: a 1908 Mercedes Simplex 25 HP with bodywork from the Leutner factory; a 1910 Ford T 14/22 HP; a 1911 Dixi 10/20 HP; a 1913 Mercedes Knight 16/40, and a 1914 Minerva 9/20 HP.

He took part in the Victoria Race in a 1913 Mercedes 40 HP with Erdmann & Rossi bodywork. In addition to the Baltic Automobile and Aero Club, Berg was a member of the Baltic Automobile Club and the Imperial Russian Automobile Society (IRAO). There were few car events in which Ermes did not participate. Three brothers – Karl, Vilipp and Joann Püvi – served with Berg as drivers².

His wife Adele Ermese Ernestine (Erna*) (1882-1945), and his uncle, General George (Gora*) Erich Rembert von Berg (1849-1920) travelled as passengers in Ermes's car during the race.



Photo 31. Ermes Berg.



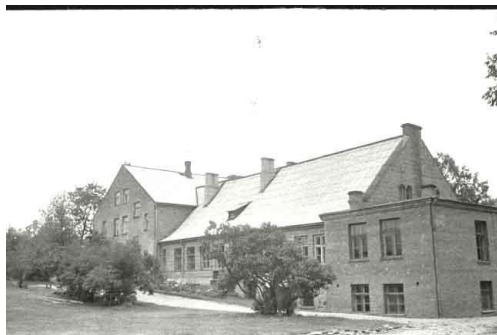
Photo 32. Georg Berg.

Gora had served as Fliegel-Adjutant with the Emperor Alexander II, had taken part in the Franco-Prussian and Russo-Turkish wars, and served as military attaché in Paris. He retired with the rank of major general, having received a number of awards. Wherever he served, he always stood out with a particular sense of honor and bravery.

In the evening a festive dinner and a splendid ball were held. A number of visitors had arrived both from the neighbourhood and the provincial capital, Riga. Most of the participants were provided with accommodation at Sangaste Castle; some were hosted by Alfred von Roth in Restu Manor and by Baron Carl* Stael von Holstein at Ue-Antsla Manor²³. Alfred* Nicolai Carl von Roth (1867-1935) was also a car owner; he had a 1909 Ford HP 11/22 and was also a member of the IRAO.

Carl* Wilhelm Ludwig Stael von Holstein (1877-1936) was the Russian ambassador in Peking, and then the Second Secretary of the Embassy in Washington. His cousin Alexander Wilhelm (1876-1937) was a renowned orientalist and professor of Sanskrit, also in Peking. He took part in the Victoria Race in his 20 HP Benz, with his wife Helene* Emely von Holstein (1890-1968) as a passenger. The above-mentioned Anna* Jeanette Aimée Stael von Holstein, wife of Alfred von Stryk, was the sister of Helene. Their brother Reinhold Stael von Holstein was travelling as a passenger in Egon von Wolff's Benz.

Baron Reinhold* Wilhelm Stael von Holstein (1892-1972) studied philology at the University of Tartu and was a member of the Corporation Livonia. After university he moved on to St. Petersburg, where studied at the elite Page Corps military academy.



Restu Manor. Pc.



Uue-Antsla Manor. Pc.

On the same day

In the morning Sazonov contacted the Austro-Hungarian ambassador to find ways to start direct negotiations between the countries. The primary objective was to get Austria-Hungary to soften its demands in the ultimatum to Serbia or to extend the deadline it had laid down ²¹.

At the same time a meeting began at the General Staff, to specify the secret measures to be taken in the pre-mobilization period. Two draft documents were prepared at the meeting for Nicholas II to sign. The first prescribed the announcement of a partial mobilization. However, as a fall-back solution the General Staff also prepared the necessary documents for a possible general mobilization ²².

At 3 pm Nikolai Essen (1860-1915), Admiral of the Baltic Fleet, reported to the government his fleet's readiness for a possible war ²².

Day 4: 14/27 July

Sangaste - Jaungulbene (a total of 155 ¼ versts).

The drive started at 7 in the morning. The section of the road between Sangaste and Jaunlaicene turned out to be the most difficult of the whole race. The road was almost non-existent at times and on it one had to demonstrate very good driving skills. It was the only section during the journey where suspicion arose whether it was actually passable.

Several vehicles had problems with their suspensions. A few versts before Jaunlaicene the engine of Hermann von Brümmer's Opel stopped working. As it turned out, this was caused by the failure of the magneto. Brümmer had to abandon the competition.

Hermann Alexander Victor* von Brümmer (1872-?) was Judge of Honour of Võnnu-Valga district and the owner of Rucka, Dubinska and Zeklera Manors ²⁵. In 1907 he published an in-depth study *Chronik des Geschlechtes derer von Brümmer* (a family chronicle). The co-traveller in his car was his wife Jeannette Mathilda Katharina* (1878-1967). Hermann's driver was Woldemar Radowiz (1885-?) ².



Photo 33. Hermann von Brümmer.



Photo 34. Vladimir Radowiz.

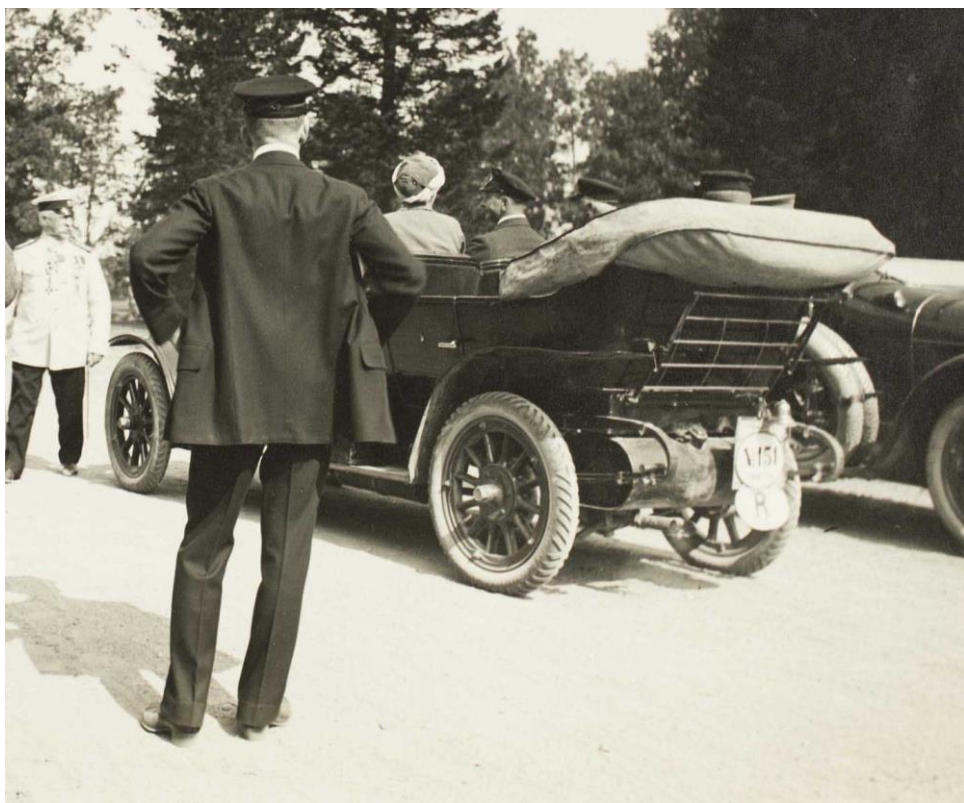


Photo 35. Hermann von Brümmer's Opel, 8/20 HP with Livonian registration plate, number 151. Zvegintsov, the Governor of Livonia is pacing in front of the car.

Jaunlaicene Manor is located in the Alūksne uplands in North-East Latvia, and is one of the most beautiful country estates in Vidzeme. The manor buildings are built of fieldstones and locally manufactured brick. While the main building was built without any excessive luxury, it is a very cosy family residence and extremely well adapted for reception of guests. The Jaunlaicene manor park is approximately 9 hectares in size; there are many grand old trees and several beautiful ponds. The manor had been in the possession of the Wolff family for 170 years.



The Jaunlaicene manor park. Pc.



Photo 36. Ralf von Wolff.

The head of the household, Baron Woldemar Eduard Ralf* Arthur von Wolff (1884-1930), had studied natural sciences at the University of Tartu between 1907 and 1909, and was a member of Corporation Livonia. He was a member of the BAAC, and his vehicle was a 1913 Benz, 30 HP. In 1910 he married Edith Melanie Kara von Wolff (1888-1928) in Riga.

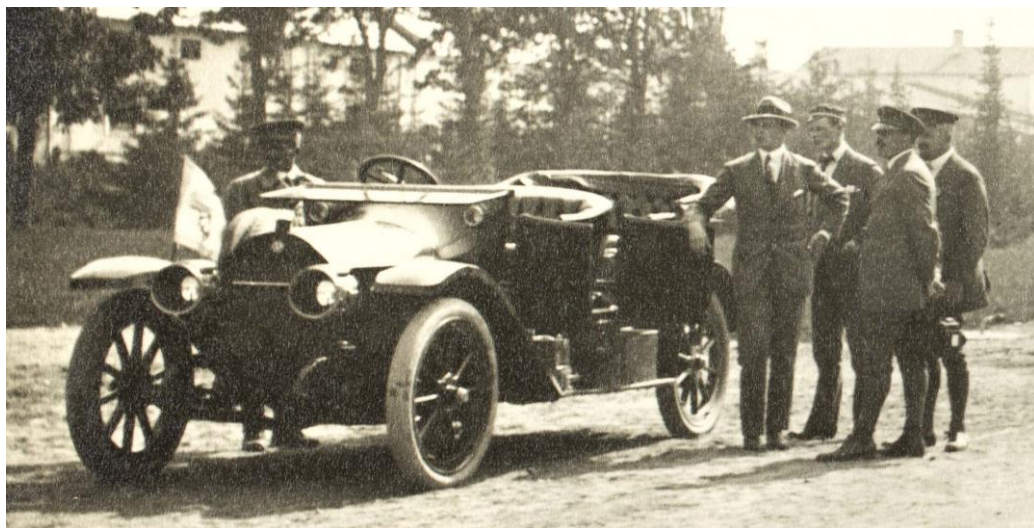


Photo 37. From left: Egon von Wolff's Benz 8/20 HP. Egon Wolff, Wladimir von Buxhoeveden, Nikolai Kropotkin.

His wife's brother Baron Egon von Wolff took part in the Victoria Race in his 1913 20 HP Benz. Egon* Viktor Adalbert Gottlieb von Wolff (1885-1965) from Ropazhi Manor was also an alumnus of the University of Tartu and a member of Corporation Livonia. Both Egon and Ralf had taken part in the second Victoria Race, which had been held in Sweden in the previous year, where Egon had earned the top prize in the category he entered. Egon's co-traveller in this race was his cousin Wilhelm Reinhold* Stael von Holstein.

In the afternoon, the drive continued in the direction of Gulbene. In Alūksne a magnificent view unfolded on the left of Lake Alūksne and its picturesque islands. On the largest, Pilssala Island, the ruins of Alūksne Castle stand. The castle was built onto the largest island in Lake Alūksne in 1342, during the rule of Burchard von Dreileben, Master of the Livonian Order. It was one of the biggest and most important strongholds of the Order.



Jaungulbene Castle. Pc.



Photo 38. Paul von Transehe-Roseneck.

In a number of places people had gathered by the side of the road, cheerfully greeting the motorists. Driving further on towards Gulbene, the scenery became more graceful. Hills emerged on the horizon, and the road became increasingly bendy. The sky became ominously cloudy. Village folks bustling on the meadow, having put their rakes and scythes aside, were hastily harnessing a horse in front of a cart heaped with hay. Slightly odd-looking pale grey horse was sullenly staring at the load awaiting it. Before the racers got to Gulbene, a downpour began. Lightning flashed and thunder rumbled.

The grand Jaungulbene Castle was visible from afar. This mansion in the Gothic Revival style was built in 1878. The property had belonged to the Transehe-Rosenecks for more than a hundred years.

Despite the stormy weather, a festive reception had been arranged in front of Jaungulbene Manor house. A gorgeous gate of honour had been erected over the road; the people were dressed up and music was playing. Paul von Transehe-Roseneck, the head of the household had, despite the torrential rain, appeared in front of the castle to greet the guests.

The whole Transehe-Roseneck family, including the ladies, were car enthusiasts. Paul* Gustav Victor von Transehe-Roseneck (1853-1928) and his three sons Arved, Rene and Gaston were active members of BAAC. All three of Paul's sons took part in the third Victoria Race. At least nine vehicles owned by the Transehe-Roseneck family are known ². These are a Panhard et Levassor Q, a road car of 1905; a Brennabor torpedo 6/18 HP; two Humbers, a 12/20 and a 16/24 HP; two torpedo-bodied Opels of 14/30 HP; a Benz 14/30 HP runabout; and Mercedes 14/30 HP Limousine Landalette. The Panhard et Levassor 19/55 HP participating in the race deserves a special mention with its unique custom-built sports car chassis built by Allemayer & Ko in 1914 ²⁶.

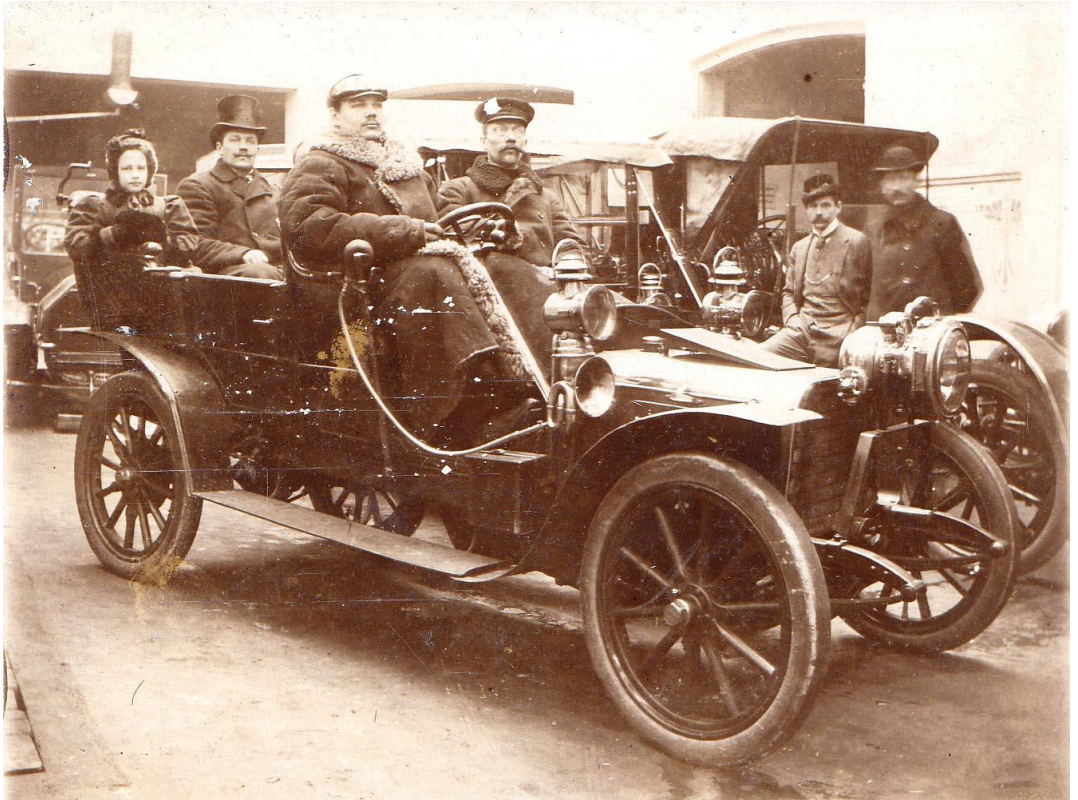


Photo 39. The yard of Oļi Manor, photo from about 1910. There are five cars in the photo. In the foreground there is a Panhard et Levassor Q, further back a Humber 16/24 HP; on the right by the wall there is Brennabor 6/18 HP. the vehicle between Panhard and Brennabor is probably a Humber 12/20 HP. Driver / mechanic Otto Sustenek is at the wheel; the man on with a top hat on the back seat is Arved von Transehe-Roseneck with his daughter. Behind Arved fragments of another car can be seen, but it is hard to identify him.

The driver of this vehicle was René von Transehe-Roseneck. He was helped by a driver and mechanic named Alexei Karyakin (1882-?), who in the earlier second Victoria Race had been the driver for Egon von Wolff. Gertrude von Transehe-Roseneck (1843-1919), aunt of Arved's wife Margaret, and Eberhard von Wolff

(1874-?) from Paltmale Manor in Riga County travelled along as passengers. Ebehard's wife Vera* Adele Louise (1877-?) was travelling in the car of Felix Mengden.



Photo 40. Panhard et Levassor with sports car bodywork, custom-built by Allemayer & Ko. Arved von Transehe-Roseneck is at the wheel, next to him Aleksey Karyakin, the driver / mechanic. On the back seat Gertrud von Transehe-Roseneck and Eberhard von Wolff.



Photo 41. Panhard Levassor 19/55 HP. Aleksey Karyakin at the wheel.

Arved Paul von Transehe-Roseneck (1878-1941) was the vice president of BAAC. He owned fifteen houses in Elisabethstrasse in Riga, as well as Oli Manor in Madona County. Arved von Transehe-Roseneck drove a 30 HP Opel. His passengers were Dmitri Kropotkin, son of Prince Nikolai Kropotkin, Mr I. Avdeyev and the driver and mechanic Otto Sustenek (1885-?).

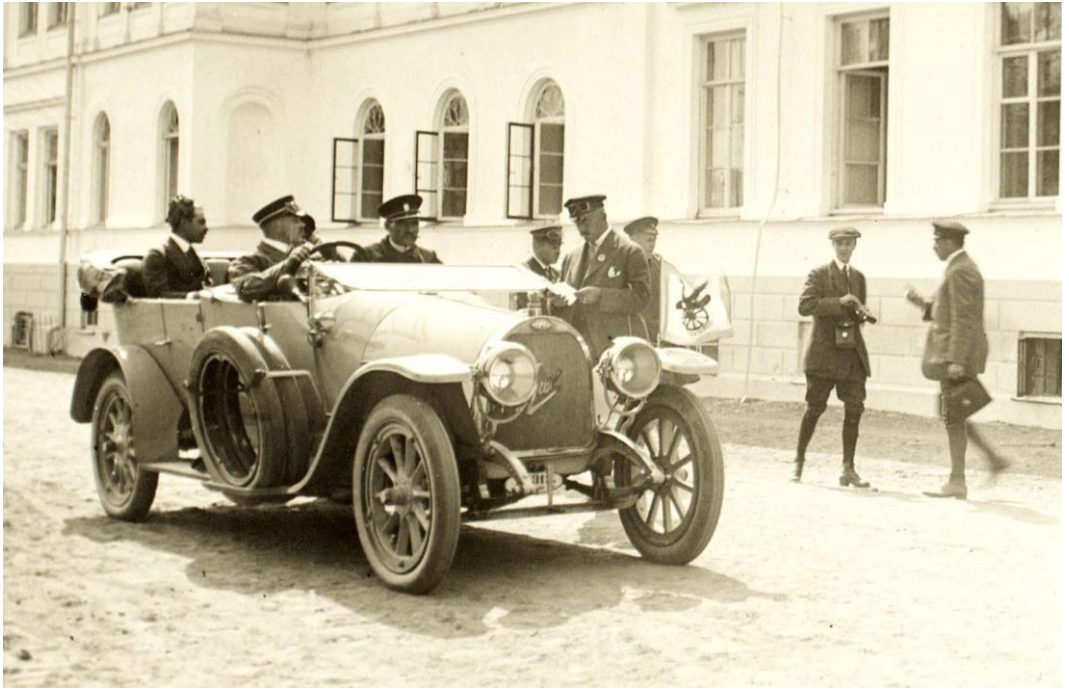


Photo 42. Opel 14/30 HP. René von Transehe-Roseneck at the wheel, next car to him the driver / mechanic Otto Sustenek. Dmitri Kropotkin and I. Avdejev are sitting at the back. Next to the vehicle, race organizer Eugen Feitelberg is taking notes; to the right of him there is a newspaper correspondent and Wladimir Buxhoeveden with a bag.

Paul Gaston* von Transehe-Roseneck (1888-1945) was the Official for Important Missions to the Governor-General. He took part in his runabout-bodied 30 HP Benz. His co-travellers were his wife Karin* Erika Edda (1893-1970) and his brother, Arved's wife Margarethe (1872-1944). Karin's father, Reinhold Freytag von Loringhoven was a passenger in the car of Kropotkin. Gaston's driver's name was Rudolf Schmidt.

In the evening a concert was organized in the manor, followed by a magnificent ball. To everyone's surprise the Linnemann trio ²⁷ had come to perform at the party. The imposing rooms of the castle were merrily decorated; a dazzling firework display was held in the park.

Some of the guests were staying at Jaungulbene Manor, some took shelter in the nearby Vecgulbene and Cesvaine Manors; therefore many racers had the opportunity to access yet another exciting manor building in addition to the Jaungulbene one.

In Vecgulbene Manor the guests were hosted by Egon von Wolff's mother Baroness Dagmar* Helene Konstance Esperanza von Wolff (1865-1924). Vecgulbene manor had belonged to the Wolffs for more than a hundred years.



Vecgubene Manor. Pc.

The present manor complex had been built at the turn of the century; beer was brewed here, wine and cheese were made. The manor has two main buildings: the Red Castle in the Neo-Gothic style, and the White Castle in a style of a Roman villa. There were also two parks, connected by a beautiful lacy carved bridge. The park had a number of shaded alleys, romantic ponds and cosy pergolas. On the estate there is the site of an old hill fort, where now a Lutheran Church stands.

Count Ferdinand von Zeppelin (1838-1917), the renowned German inventor and constructor, who in 1869 had married Isabella von Wolff (1846-1922), one of the daughters of the family, was a frequent guest at Vecgubene Manor.



Photo 43. Isabella von Wolff. .

In the Red Castle, the Estonian writer Friedrich Kuhlbars (1841-1924) had worked as a tutor in 1860.

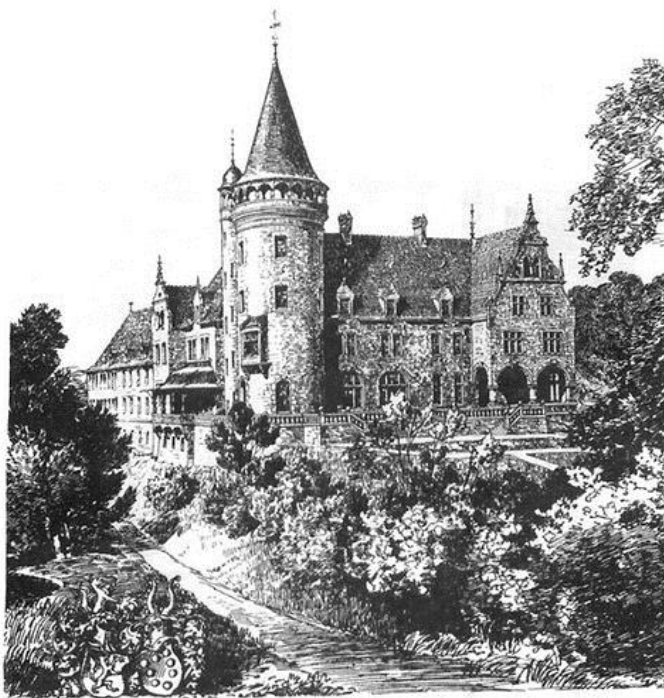
The common ancestor of all the said Wolffs was Johann Gottlieb von Wolff (1756-1817).

At Cesvaine Palace the racers were welcomed by Wilhelm von Wulf. Wilhelm* Adolf Edmund von Wulf (1888-?)²³ was also a member of the BAAC. His vehicles were a 1912 Brennabor 10/28 HP, a 1913 Studebaker 13/35 HP and a 1914 motorcycle, a 7 HP Indian.

Located by the Sula River, Cesvaine hunting palace, in the eclectic style, was completed at the end of the nineteenth century.

The building is complete with a 30-metre tower with a splendid view of the surrounding landscape. The palace has a domed acoustic hall, whose walls and ceiling attenuate the majority of sounds. Most people feel uncomfortable in this room; they often get dizzy and lose their sense of orientation.

Like any proper castle, this too has its own ghost: a woman in a white dress, who hovers around in the rooms of the castle at night. In close proximity to the manor house is the ruin of the fourteenth-century castle of the Archbishop of Riga.



Cesvaine hunting palace. Pc.

On the same day

At 1 pm German Kaiser Wilhelm II (1859-1941) arrived at the port of Potsdam from his annual trip to the Norwegian fjords.

After examining the Serbian reply to the ultimatum of Austria-Hungary, in which Serbia complied with the majority of the requirements, Wilhelm stated that in his opinion, this represented the complete surrender of Serbia, and that now there was a real opportunity to localize the conflict²⁸.

Day 5: 15/28 July

Jaungulbene - Krustpils (a total of 231 versts)

The next day there was an early start; a long journey to Krustpils was ahead. Near the road between Cesvaine and Ērgļi was Liezēre Mansion, home to Alexander Schoultz von Ascheraden. Friedrich Harry Alexander von Schoultz Ascheraden (1876-1961) along with his wife Elsbeth Johanna Henriette Wilhelmine Albertine Sophie (1874-d.) took part in the race in a 1913 Studebaker 13/25 HP.



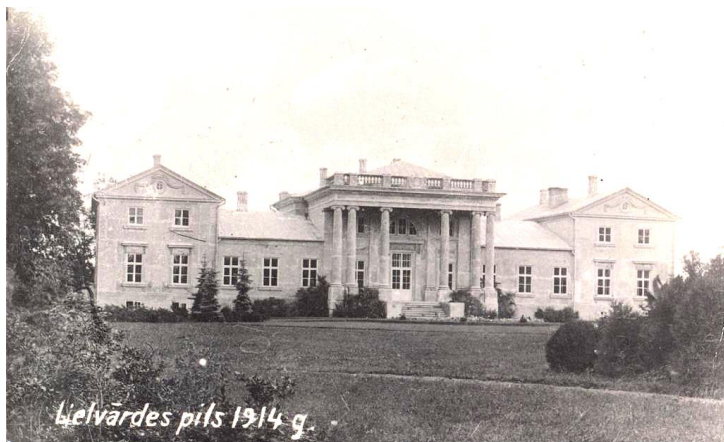
Photo 44. Schoultz von Ascheranden's Studebaker. Next to the car: organisers of the race engineer Eugen Feitelberg and Staff Captain Paul Meyendorff.

At this stage, engineer Vladimir Kreissler's Benz got seriously damaged. In an S-curve about eight versts before Ērgļi his car shot off the road at a high speed. The front axle beam suffered seriously by being hit by a stone and was left bent²³.

The route went on through Ķeipene, Madliena and Krape to Lielvārde, where breakfast was scheduled for that day.

In Lielvārde Manor the distinguished guests were welcomed by the owner of the manor, Arthur* Hubertus von Wulf (1866-1929) with his family. His brother Hermann Maximilian* von Wulf (1865-1923) from Taheva and Mõniste Manor was a member of the Baltic Automobile and Aero Club; he owned a 1914 Benz 8/20 HP.

The guests took great interest in the ruins of the thirteenth-century castle of the Bishops of Livonia in the valley of the River Rumbina. Lāčplēšis, the hero of the Latvian national epic was killed at Lielvārde fortress in the fight against the Black Knight.



Lielvārde Manor. Pc.



Photo 45. Arthur von Wulf.

The following section along the Daugava River to Krustpils Castle was undoubtedly the most impressive stretch during the whole trip. The racers' spirits were kept high by the great weather and wonderful views of the landscape. Majestic spruce forests, beautiful lakes and small villages tucked away in between them could be seen. Koknese was a delight for the eyes, with its beautiful church sunken in greenery and brightly-coloured houses looking almost like toys. Girls in white dresses had gathered at the church; some celebratory event seemed to be underway. The ruins of Koknese Castle, built in 1209, towered majestically by the river. At Pļaviņas it was possible to take a ferry across the River Aiviekste²³.

On the other side of the river there was about 13 versts of wide sand road, which suddenly plunged into gloomy primeval forest. This forest ended just as suddenly, and a gorgeous view of Krustpils Castle opened to the motorists.



Foto 46. Boris von Korff.



Foto 47. Artur Fay.

The reception was organized by Boris von Korff, the owner of the castle, together with his wife Irene. They both took part in the race in a 1911 55 HP Benz. Also Boris' brother Nikolaus* Adolf Karl Lois (1880-1945) and their assistant driver Artur Fay (1885-?) were travelling along.



Photo 48. Benz 29/55 HP. At the wheel: Boris von Korff. Next to him: driver Artur Fay. On the back seat: Boris's wife Irene and his brother Nikolaus von Korff. On the background: Felix von Mengden's 100 HP compression engine Benz.

Boris* Konstantin Peter Friedrich von Korff (1883-1946) had been the owner of Krustpils Castle since 1905. He was a lawyer by education, having studied in Riga, St. Petersburg, Warsaw, and then at the University of Bonn. His wife, Irene* Silja Elizabeth (1890-1967) was a remarkably beautiful and well-educated lady who could communicate fluently in seven languages.

The Bishop's Castle of Krustpils, built in the thirteenth century, was the easternmost fortress of the archdiocese of Riga by the River Daugava, and defended eastward trade routes both along the river and on land.

The castle had belonged to the Korff family for more than three hundred years. In 1585 the Polish King Stefan Batory (1533-1586) donated the castle to Colonel Nikolaus von Korff (1555-1613) as a reward for his good service.

In the eighteenth century the current manor house was built on the site of the fortress. Parts of the old walls were used too, and the basic layout of the medieval castle was preserved. The building, with its green roofs and white walls, was quite plausible in the part of an authentic medieval fortress.

Inside the castle the Korff family portraits through several centuries were exhibited on the walls. It was a family custom to name the eldest son Nicholas, so that more than twenty Nicholases looked down on the guests from the walls.

In the evening the travelling party was offered a formal dinner and a dance. Then they sat in a cosy upstairs hall where music was played and songs were jointly sung.

Most of the guests stayed in the castle for the night; unmarried young men slept at the train station in the sleeping car, which had been specially brought there ²³. It was pitch dark outside; some shooting stars were seen. The red crescent of the new moon in the black sky seemed ominously magical.



Krustpils Castle. Pc.

During this day an unprecedented number of problems occurred with the suspension and axles of the vehicles. Various breakdowns happened to the cars of the Grand Duke, Baron von Mengden and one of the cars of the organizing committee. Although the failures did not result in penalty points, they hindered the normal movement of vehicles on the course²⁹.

In the middle of the night Vladimir Kreissler arrived, burdened with a large number of penalty points. Busy work started in Krustpils smithy: the bent axle beam had to get straightened. Amid the still of the night hammer blows and the clinking of iron could be heard. The dim smithy was lit by scattered sparks. Early in the morning engineer Kreissler and the manor blacksmith could be seen standing in front of the gate of the smithy, faces sooty but happy. The vehicle was in working order again.

The road engineer Vladimir Kreissler (? -1923) worked in Riga as the head of the Hydraulic Engineering Department for the Ministry of Finance of the Governorate of Livonia Province³⁰. He had participated in the previous Victoria Race in a Russo-Balt car manufactured in Riga in 1913. Vladimir's father Alexander, who was also working as an engineer in Riga, owned a car of the same make².

In 1913 Kreissler had authored a book published in Tartu, *Über die Anlage von Flössungskanälen bei geringem Speisungsgebiet und ihr Eibfluss auf die Rentabilität unserer Forste*. The author's name is given as Vladimir von Kreissler in the book. The title 'von' denoting nobility can also be found as part of his name in the club's 1914 yearbook and in several newspaper articles. In official documents, however, it does not appear.

Poruchik Mikhail Shirkov and Nikolai von Gersdorff (1882-1953), a nobleman of Polish origin, were travelling as passengers in his car. They both served in Ministry of Interior Affairs of the Governorate of Livonia, as commissioners with responsibility for rural matters³¹. Shirkov was an owner of a 1914 3.5-HP Ariel motorcycle². Gersdorff was a member of the club's assets committee.

On the same day

Count Leopold Berchtold, Austro-Hungarian Foreign Minister (1863-1942) responded with a refusal to Sazonov's proposal to commence negotiations on the issue of Serbia ²².

At 11 am Austria-Hungary declared war on Serbia, and attacked Serbia's fleet on the Danube.

Around 4 pm Austria-Hungary attacked Serbia's fleet on the Danube.

At 6 pm a meeting was held in St. Petersburg between Nicholas II and Sazonov, in which it was decided to announce immediately a partial mobilization on the Austro-Hungarian border ²⁸. Sazonov hurried to the General Staff, but there the Commander in Chief General Nikolai Yanushkevich persuaded him that turning a partial mobilization into a full one later would be technically impossible. The main problem would be a mess of rail transport schedules and consequent problems getting troops to arrive in the right place at the right time, which would result in at least a ten-day delay in mobilization. This would be a dangerous loss of time, which could leave Russia unprotected in a case of a possible war with Germany ²².

Sazonov telephoned the Emperor. It was agreed that late in the evening of the same day a session of the Council of Ministers would be convened. Although the majority of the ministers were in favour of the announcement of general mobilization, Nicholas II stuck to his position, which was that of not provoking Germany, and of remaining initially limited to a partial mobilization ²⁸.

Kaiser Wilhelm II had returned from his annual trip the previous day. From this day on, the Emperor Nicholas II of Russia, and the German Kaiser Wilhelm II exchanged six historically important telegrams. While their visions of solving the conflict were fundamentally different, it was obvious that the heads of state shared the desire to avoid a major war. Wilhelm hoped that a small local war could solve the problem, while Serbia, of course, was expected to quickly surrender.

Nicholas saw a solution in finding far-reaching compromises, while accepting thorough concessions from Serbia's part, which would not, however, affect that country's state of independence. Nicholas envisaged an important role for the Hague Conference in resolving the disputes.

Peculiar temporal shifts in the sending and receiving of telegrams can be noticed in relation to the correspondence between the two leaders; hence, there were some chronological mismatches between questions and answers, various misunderstandings and perhaps not the best decisions, and this eventually led to the war.

At 10:45 pm Wilhelm sent his first telegram to Nicholas, and this was received by Nicholas at 8:10 the next morning, while the latter had, in turn, sent a telegram number 2 to Wilhelm at night ²¹.

Day 6: 16/29 July

Krustpils - Riga (a total of 243 versts).

On the following day the start was at 6 o'clock in the morning. A bridge over the Daugava connected Krustpils with Courland. On the other side of the river, in Jēkabpils, a reception had been arranged and breakfast was served. From Jēkabpils, the road ran southwards, passing Nereta Manor, the home of another racer, Alexander Shuvalov.

Count Alexander Shuvalov (1881-1935), Master of Ceremonies to the Imperial Court, was one of the five organisers of the race, and he took part in his 100 HP Benz. His father, Count Paul Shuvalov (1830-1908), served as Governor-General of Warsaw. His older brother Paul Shuvalov (1859-1905) was Mayor of Moscow, and thereafter Mayor of Odessa. He lived in the famous Vorontsov Palace in Crimea, then known as Shuvalov Palace.

Alexander Shuvalov had also been a member of the organizing committee also of the previous year's Victoria Race, held in Sweden. On the starting date of the race in Raadi, Shuvalov arrived from St. Petersburg, where he mostly lived in his house at 22 Liteyny Avenue.



Photo 49. Alexander Shuvalov.



Photo 50. Viktor Lenz.



Photo 51. Paul Meyendorff.

His driver was a German, Viktor Lenz (1876-?). Shuvalov's nephew Paul von Meyendorff and his wife, Stella, were also travelling in his car. Baron Paul von Meyendorff (1882-1944) studied at the Imperial Page Corps in St Petersburg. He served as the Staff Captain of the Cavalry Regiment of the Imperial Guard, and was adjutant to the Commander of the Cavalry Division.

Paul's wife Stella Zoe Whishaw (1885-1976) had English and Russian roots. Paul and Stella were married in 1907. Stella was very well educated, and spoke six languages fluently. She took a great interest in dramatic arts. Participation in drama clubs laid the foundation for a successful subsequent acting career.

At Nereta the road made a sharp turn to the north-west. To the left the river was flowing beside the road; to the right the surfaces of lakes glittered here and there like

mirrors. The sun warmed the blue-green forests of the Courland hunting paradise and the tired faces of the racers.

They finally arrived at Ērberģe Manor, where the family of Baron von Hahn, a fellow contestant, greeted the motorists warmly. From there on, the drive went on down the picturesque avenue to Kurmene Manor, where Count Peter Komarovsky and his ladies offered a splendid reception.



Ērberģe Manor. Pc.



Church Kurmene. Pc.

Peter* Anthony Komorowsky (1862-1920) and his wife Maria* Matilda Komorowska (1862-1935) were the owners of Kurmene Manor. This is the manor of the ancestry of the President of Poland Bronisław* Maria Karol Komorowsky. The first stone church in Kurmene was built by the Komorovskys; St Peter was chosen for the patron saint of the Church. Every year on 29 June, St. Peter's Day is celebrated in Kurmene, recalling both the saint and Peter Komorowski.

After a lavish breakfast, the drive continued through Skaitkalne and Vecsaule towards Bauska. A long drive followed through seemingly endless primeval forest. From the sleepy faces of many passengers one could see that their overall tiredness was taking over. Approaching Bauska, the road conditions gradually improved.

The weather was unusually hot and stuffy. The citizens of Bauska welcomed the motorists friendly, waving flags; the local firemen, helmets glittering in the sun, were lined up along the road²⁰. A short stop was made in Bauska to briefly examine the historic ruins of the castle of the Livonian Order. Adjacent to the ruins there is an impressive sixteenth-century castle, the residence of the dukes of Courland.

On the way to Eleja the racers passed Rundāle Palace, which belonged to Andrei Petrovich Shuvalov (1865-1928), cousin of the race organizer Alexander Shuvalov. This magnificent building was designed by Bartolomeo Rastrelli (1700-1771) and built in 1740 to serve as the summer residence for Ernst Johann Biron, the Duke of Courland (1690-1772). For over a hundred years the castle had been owned by the Shuvalov family. The grand palace of the Shuvalovs is sometimes – and rightly – called the Versailles of Courland.

After Rundāle the landscape gradually became flatter and more open, and the travelling party got a good suntan. Gates of honour had been erected in several settlements along the road. Although the last day of the journey was the longest, from

Eleja onwards the second part of the stage went along a broad thoroughfare and the driving speeds could be increased.

Soon they arrived in Jelgava, where the heavy traffic was a bit of a shock after a long ride along remote village roads.

The newspaper correspondent travelling in the car of Eugen Feitelberg noted that the motorists felt like headless chickens in the big city²³. So a good deal is known about this reporter: he made contributions to newspapers *Rigasche Zeitung* and *Libausche Zeitung* and signed his articles 'H.G.'. There is reason to believe that his family name was Girgensohn.

From Jelgava only 40 versts remained until Riga: half an hour, and there's the finish. It must be said that over the final stretch of the road after Eleja, the travelling party had to inhale more road dust than during the entire trip so far²³.

The beautifully decorated gate of honour marking the finish line had been erected five versts before the city of Riga. The first participants in the Victoria Race arrived here around 3 o'clock. The racers were offered light refreshments. The Panhard et Levassor in which the Grand Duke Cyril Vladimirovich and Grand Duchess Victoria Feodorovna were travelling arrived at 6:20 pm. The motorists were greeted by Wilhelm Robert von Bulmerincq, the Mayor of Riga and the Police Chief. The Mayor handed the Grand Duchess a large bouquet of flowers³².

Wilhelm Robert von Bulmerincq (1862-1953) was Mayor of Riga from 1913 to 1917. Bulmerincq was a honorary member of the Baltic Automobile Club, another major auto club based in Riga.

The cars entered the city in a long procession, and circled briefly in the centre, to the townsfolk's delight. Many houses were adorned with the imperial flag.

The night was spent in Riga, no larger events were held, because the drivers needed to rest before the final contest scheduled for the following day – the one-verst hill-climb. The Grand Duke and the Grand Duchess stayed in the building of the Baltic Automobile and Aero Club at 3a Schulenstrasse.

In the evening the cars were taken to the Leutner factory at 129/131 Alexanderstrasse, where they were going to be checked and weighed before the hill-climb¹⁰.



Photo 52. Wilhelm Robert von Bulmerincq.



Photo 53. The apartment of the Baltic Automobile and Aero Club in Schulenstrasse 3a.

On the same day

At 12:29 am, not yet having received the first telegram from Wilhelm, Nicholas II sent the second telegram to the German Emperor, in which he asked Wilhelm to use his authority to stop Austria-Hungary. Nicholas said that otherwise he would be forced to take steps that could lead to a war ²¹.

At 6:35 am Wilhelm prepared the fourth telegram, which was a response to telegram number 2. This message was not received by Nicholas II until 9:20 pm, having sent the third telegram to Wilhelm at 8:20 pm. Here lies a decisive temporal shift ²¹.

If Nicholas had received the fourth telegram before 8:20, his telegram number 3 would probably have been written in a milder style, and it would not have been followed by Wilhelm's rather belligerently worded telegram number 6.

It is hard to understand how the fourth telegram could have been on the way for fifteen hours.

At 7:20 am General Nikolai Yanushkevich, the Chief of the General Staff, apparently confident that he would be able to convince Nicholas II, sent a telegram to all military districts stating that a general mobilization would be announced on 17 July ²¹.

Only then did he meet Nicholas II, bringing along two different versions of the decree to be signed: one for a partial, the other for a full mobilization. Nicholas advised him to contact Sazonov, the Minister of Foreign Affairs, and for them jointly to decide which of the two versions of the decree to apply. The general, however, did not listen to the

Emperor's suggestions and began preparations for the proclamation of a general mobilization.

The procedure of proclaiming a mobilization in the Russian Empire was as follows: 'The emperor signed the decree, which then went on to the senate. Then, signed by the Ministers of War, the Interior and the Navy, telegrams were sent to military districts, in which the date of commencement of mobilization was given, when a higher command is given. Only then did what they called pressing the button happen³³.'

At 8:10 am Nicholas II received a telegram from Wilhelm sent on the previous evening (number 1). In it, the German Emperor stated that he was surprised at Russia's painful reaction to a situation in which Austria-Hungarian was rightly claiming countermeasures for the assassination of their Archduke; that the conflict is of a purely local character, and it could also remain this way. However, he was willing to use his influence to help Russia and Austria-Hungary reach mutual understanding²¹.

At 9:30 am Friedrich von Pourtalès (1853-1927), German ambassador in Russia, telephoned Baron Moritz* Gustav von Schilling (1872-1934), Head of the Office of the Ministry of Foreign Affairs in order to arrange a meeting with the Foreign Minister Sazonov. He also announced that this time he had positive news. Baron von Schilling said that since he was no longer accustomed to receiving pleasant news from Berlin, the Foreign Minister would be happy to hear him out²¹.

Portalès arrived at Sazonov at 11 am and stated that Germany was willing to persuade the Cabinet in Vienna to make concessions. Sazonov said that in connection with the mobilization of the Austrian Army Corps, Russia was forced to start a mobilization in its four southernmost military districts. The corresponding command was to be expected during the day²².

At noon Yanushkevich gave Major-General Sergei Dobrorolski (1867-1930), Head of the Mobilization Section of the General Staff, an order to obtain the necessary signatures for the command of general mobilization²².

Between 2 and 3 pm Dobrorolski succeeded in getting the signature of the Minister of War on the order for general mobilization. Vladimir Sukhominov, the Minister of War, signed reluctantly. Dobrorolski then went on to Nikolai Maklakov, the Interior Minister (1871-1918). Upon hearing the reason for the visit, the Minister crossed himself and said that the country was filled with revolutionary sentiment, and a war could by no means be popular with the masses. However, he added, 'fate cannot be denied' and signed the document^{22,34}.

At 3 pm Pourtalès had another appointment with Sazonov. Gottlieb von Jagow (1863-1935), the German Foreign Minister, had sent a telegram in which he had asked to announce that if Russia continued its preparations for mobilization, Germany would be forced to do the same, and this would mean war (*dies wurde aber den Krieg bedeuten*). The ambassador referred to the forwarded announcement as a friendly warning (*eine freundliche Mahnung*)^{21,28}.

Sazonov writes in his memoirs, 'therefore, in response to our mobilization against Austria, which was done as a safeguard measure, we were threatened by Berlin with mobilization of the German army, which would mean war (*dies wurde aber den Krieg bedeuten*)²⁸.'

Immediately after the Ambassador's departure, a phone rang in Sazonov's office. Nicholas II was on the line, announcing that he had received a telegram from Kaiser Wilhelm that morning, which made proposals for a peaceful settlement of the situation (this was telegram number 1, dispatched on the evening of 15/28 July). Sazonov used the occasion to draw attention to the fact that Wilhelm's words were not accordance with the message newly delivered by the ambassador. Nicholas ordered Sazonov to immediately negotiate the mobilization issues with the Minister of War and the General Staff ²⁸.

Around 3 pm Sergei Sverbeyev (1857-1922), Russia's ambassador to Berlin had an appointment with von Jagow, the Foreign Minister. The Minister reported back that after the mobilization of the Russian troops against Austria-Hungary, Germany was also forced to mobilize its troops; consequently there was nothing left to be done, and diplomats must give the floor to cannons ²¹.

Between 3:30 and 4:30 pm, Russia's ambassador to Vienna announced that Austria-Hungary had categorically refused to enter into direct negotiations with Russia ²¹.

At 8 pm Austria-Hungary started bombing Belgrade. At the same time, a meeting ended at the General Staff of Russia, in which it was concluded that, since war with Germany was probably inevitable, a general mobilization should be declared immediately. The decision was communicated to Nicholas II by telephone, and he gave his consent for issuing the relevant orders. Only then did Yanushkevich concede to Sazonov that preparations for a general mobilization had been afoot since the morning, and in the afternoon General Dobrorolski had started to collect the necessary signatures ²¹.

At 8.20 pm Nicholas II sent Kaiser Wilhelm another telegram (number 3), in which, disappointed in the promises made earlier in the light of recent events, he demanded an explanation: '[The] official message presented today by your ambassador to my minister was conveyed in a very different tone. I beg that you explain this divergence!' Nicholas added that it would be better if the whole issue were forwarded to the Hague Conference for consideration ²¹.

At 9 pm Dobrorolski was able to access Admiral Ivan Grigorovich (1853-1930), the Naval Minister. The Admiral could not believe that such a document had been brought for him to be signed. 'How? A war with Germany? Our fleet is unable to resist the German one.' He telephoned Sukhomlinov, and having received a confirmation about the decision, signed the document reluctantly.

According to Yanushkevich's command Dobrorolski had to, after obtaining the Admiral's signature, instantly and without any detours hurry to the St. Petersburg telegraph office.

At 9:20 pm Nicholas II received telegram number 4 from Wilhelm, which was actually a response to telegram number 2, in which Nicholas had asked Wilhelm to stop Austria-Hungary. In his telegram Wilhelm advised Russia to remain a spectator and not cause the outbreak of a great war. In addition, he warned that Russia's preparations for mobilization could seriously complicate his efforts to resolve the conflict as mediator ²¹. It was this telegram which prompted Nicholas to change his decision concerning the general mobilization.

At about 10 pm Nicholas contacted Sukhomlinov, the Minister of War, to find out what possibilities existed to stop the general mobilization. The General explained to the

Czar that a mobilization is not a wheelbarrow, which one can start and stop as they please. After Yanushkevich had been consulted, they started attempts to contact Dobrorolski.

At 10:30 pm Dobrorolski, having obtained the last signature, rushed to the St. Petersburg telegraph office to dispatch the historic telegram all over the Russian Empire. Suddenly the phone rang. General Yanushkevich commanded Dobrorolski to suspend the dispatch of the telegram until the arrival of Lev Tugan-Baranovski (1880-1955), Captain of the General Staff. Soon, the Captain arrived and forwarded the order of the Czar about the discontinuation of the general mobilization. Thus the command of the partial mobilization remained in force ²².

This is how 16/29 July came to an end.

Day 7: 17/30 July

One-verst uphill race in Lorupe.



Uphill in Lorupe. Pc.

An one-verst uphill race on took place on the last day of the competition. The weather was great and the road conditions excellent. The competition was held in Sigulda, about 50 versts from Riga.

A large number of spectators from Sigulda, as well as the surrounding area, had gathered at the adorned gate of honour at the finish line. Many had travelled there in their cars. Seven schoolgirls dressed in white and holding golden trumpets in their hands

offered a wonderful sight. Although they weren't that skilful at playing the trumpets, they looked extremely cute.

At the point where the route crossed the Lorupe river valley there were two fairly steep and bendy uphill climbs.

At one of the bends the differential of Nikolai Koch's Benz broke down and he had to give up competing ³⁵. Nikolai Ludwig Joachim Koch (1888-1925), the owner of Vohnja manor was a hereditary honorary citizen of Tallinn, a descendant of the well-known Koch family of Tallinn merchants. The Kochs played an important role in the activities of the Brotherhood of the Blackheads.



Photo 54. Left to right: Baron Egon Wolff, Governor Zvegintzov, brothers Edgar and Alfred Schilling.

Apart from Koch, Baron Alfred Schilling, the owner of Pada Manor, was another North-Estonian participant in the contest. Alfred* Carl Wilhelm von Schilling

(1861-1922) had a 40 HP Benz. His wife Lilia* Marie (1866-1930) and his brother Edgar* Siegfried Ralph Carl Alexander Otto von Schilling (1862-?) were his co-travellers.

Alfred had the same great-grandfather as Moritz* Gustav von Schilling (1872-1934), Head of the Office of Russian Ministry of Foreign Affairs. The daily journal kept in his office ²¹ is one of the more authoritative sources of information about the political events of those days.

For calculating the driving times in the hill-climb, a formula was used, based on which the average speed was calculated for each vehicle according to the engine power. Depending on how much the optimum computed speed was achieved, or was exceeded, the competitors were given points. A faster drive gave one plus point per 100 metres; a slower drive gave one penalty point per 100 metres.

The results of the hill-climb were as follows ³⁵:

PARTICIPANT	CAR	TIME
Category I – small cars		
Baron Alexander Schoultz von Ascheraden	Studebaker 18/23 HP	1min 20s
Baron Egon von Wolff	Benz 8/20 HP	1min 25s
Category II – medium-sized vehicles		
Arved von Transehe-Roseneck	Panhard Levassor 19/55 HP	1min 17 4/5s
Baron Carlos von Lieven	Benz 19/30 HP	1min 2 ls
René von Transehe-Roseneck	Opel 30 HP	1min 29s
Category III – powerful vehicles		
Baron Felix von Mengden	Benz 39/100 HP	1min
engineer Vladimir Kreissler	Benz 23/75 HP	1min 2/6s
Grand Duke Cyril Vladimirovich	Panhard Lavassor 60 HP	1min 7s
Count Ermes Berg	Mercedes Knight 16/40 HP	1min 10s
Participants outside the contest		
Count Alexander Shuvalov	Benz 39/100 HP	53 1/2s
Baron Boris von Korff	Benz 29/55 HP	1min 1s
Baron Alfred Schilling	Benz 16/40 HP	1min 23s

After the race, the cars moved in a long procession to Sigulda Castle, where Prince Nikolai Kropotkin invigorated his fellow racers with an excellent breakfast ³⁶.

Prince Nikolai Kropotkin (1872-1937) was a Court Master of Ceremonies; the Actual State Councillor; Deputy Governor of Courland, and thereafter Livonia; and President of the Baltic Automobile and Aero Club.

The new Sigulda Castle in the Tudor revival style had been built in 1881 by Nikolai's father. The old thirteenth-century castle, built by the crusaders, is right next to it, across the yard.



Sigulda Castle. Pc.

Kropotkin's father Prince Dmitri Kropotkin (1836-1879) was the Governor-General of Kharkov, and was assassinated by a terrorist belonging to the organisation *Zemlia i volia* ('Land and Freedom'). Peter Kropotkin (1842-1921), the famous theorist of anarchism, was his father's uncle.

The Kropotkins were an old aristocratic family descended from the Rjurik dynasty. In Latvia their name is mostly associated with turning the Sigulda region into a pleasant recreational area. Its well-known ski resort, known by some as the Livonian Switzerland, was founded by Nikolai Kropotkin. Additionally, Sigulda railway station was founded at Kropotkin's initiative in 1889.

Nikolai Kropotkin was a good-natured man, who got on well with the local Sigulda people. In 1905, when riots and arson were taking place against manors, peasants came to defend his manor against the rebels.

Kropotkin participated in the Victoria Race in his 75 HP Benz. He was accompanied by his wife Maria Kropotkina and Reinhard Freytag von Loringhoven (1866-?), the owner of Brekši manor and Karin von Transehe-Roseneck's father. Reinhold was a member of the BAAC and its audit committee.

Kropotkin married Maria* Charlotte Sophie von Richter (1871-1945), a courtier of Empress Maria Feodorovna (1847-1928), in 1893. Their son Dmitri Kropotkin (1895-1931), Colonel in the Cavalry Regiment of the Imperial Guard, travelled along in Arved von Transehe-Roseneck's Opel. Kropotkin's driver was David Riemann (1884-?) from Pärnumaa County².

At about 4 pm the racers got back to Riga. A celebratory reception was given in honour of the visitors in the building of Livonian Knighthood. At 8 in the evening a special train took the guests to Majori, where the Baltic Automobile and Aero Club had reserved the beach pavilion of the Strand Restaurant for 8:45 pm, for a gala dinner³⁵.



Photo 55. Prince Nikolai Kropotkin.



Majori railway station. Pc.



The beach pavilion of the Strand Restaurant in Majori. Pc.

During the festive dinner, speeches were made, and adventures during the journey, as well as a variety of mishaps were reminisced. Kind words were said about the generous hosts of the motorists; both Livonian and Courlandish hospitality were praised. Many toasts were given in honour of the participants and their brave ladies. The Russian Olympic games in Riga was another topic of conversation. Spirits were high.

Suddenly, Nikolai Zvegintzov, the Governor of Livonia asked to speak, in order to communicate an urgent announcement. He had a telegram to read, containing an important message. The guests were possessed with anxious foreboding. In the telegram Emperor Nicholas II announced his decision to declare martial law and general mobilization.

Although the international political situation was tense, and the bad news was expected, the week-long trip away from the worries of the world had lulled the travelling party into a seeming state of security, so the message came as a bolt from the blue. To the horror of the car owners, the regulation requisitioning cars for military use also came into force on the same day.

His Royal Highness the Grand Duke proposed that glasses be raised in a toast to the Emperor. This was done with hurrahs, and the national anthem was sung while the party were standing up.

All the plans were turned upside-down. It was decided that the festivities planned for the following day be cancelled. The Grand Duchess had made preparations for a journey to Coburg in Germany, where the Saxe-Coburg and Gotha dynasty residence belonging to Victoria's family was located. Now, however, they had to get quickly to St. Petersburg.

It was 12:25 am; a decision was made to drive to the city to hold the awards ceremony honouring the winners on the same night at the club's premises.

The overall winner, and the winner in the category of powerful vehicles was Count Ermes Berg. He was awarded the Grand Duchess Victoria prize and Grand Duke Cyril's cups. For second position in the same category Grand Prince Cyril Vladimirovich got the award donated by the city of Riga.

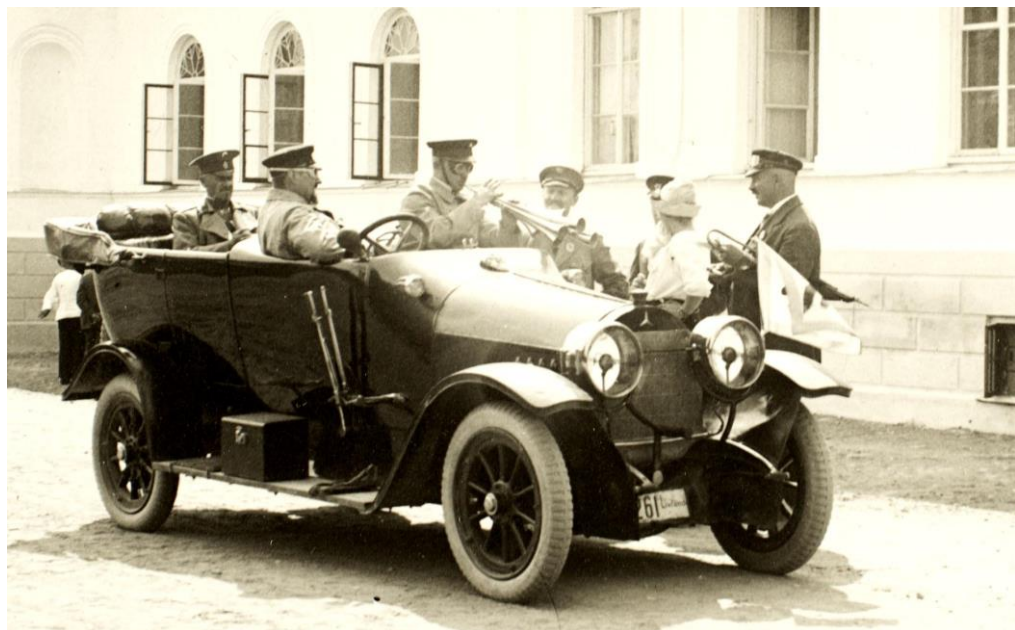


Photo 56. Ermes Berg's Mercedes. From left: General Georg von Berg, Ermes Berg, Berg's driver Johan Püvi tooting the horn, next to him Mrs Lilli von Wahl, to her right engineer Eugen Feitelberg. The car bears a Livonian registration plate, number 261.

The winners of the medium category were Baron Carlos von Lieven (Benz) and Arved von Transehe-Roseneck. Both men also received tyre competition awards.

Carlos von Lieven (1879-1971) from Mercendarbe Manor in Baldone region was a descendant of the family of the baronial branch of the Lievens. In the club he served as a member of the audit committee.

Baron Egon von Wolff received an award in the category of small cars. Egon von Wolff was also the winner of the previous year's Victoria Race.

The prize for the absolute speed record deservedly went to Baron Felix von Mengden. Felix* Herbert Arnold von Mengden (1875-1918), the owner of Ķipēnes and Ulbroka manors, as well as a board member of the Riga branch of the Livonian Landbank, participated in the race with the most powerful vehicle. It was a 100-horsepower Benz with a compression engine.

His co-traveller was Baroness Vera* Adele Louise von Wolff (1877-?), wife of Eberhard von Wolff. Felix von Mengden had won the first Victoria Race. Mengden's car was driven by Latvian August Maldav (1889-?).

Arved von Transehe-Roseneck's Panhard et Levassor and Ermes Berg's Mercedes-Knight both completed the race without a malfunction. Unfortunately, the rules did not foresee a special reward for a no-fault drive³⁵.

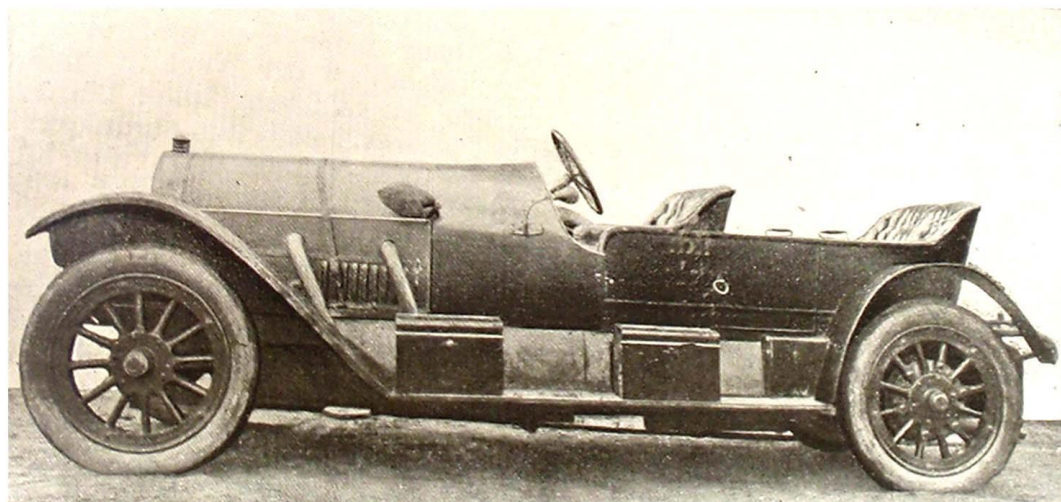
One may assume that at this point the participants of the race did not yet realise that their race would be the last motorsport event of the empire.



Photo 57. Baron Egon Wolff. A reproduction from the annual of Baltic Automobile and Aero Club 1914.



Photo 58. Baron Felix Mengden. A reproduction from the annual of Baltic Automobile and Aero Club 1914.



Felix Mengden's Benz. A reproduction from the Baltische Sport Zeitung 1914.

On the same day

At 1 am the German Ambassador Pourtalès requested an audience with Sazonov. The minister got up and received the ambassador. Pourtalès's question was whether Russia could not accept the promise of Austria-Hungary not to violate the territorial integrity of Serbia. Sazonov (slightly exceeding his powers) proposed a procedure which would stop Russian military preparations. Sazonov's requirement was that Austria-Hungary leave out points in their ultimatum which violated the national sovereignty of Serbia²¹.

At 1:20 am Nicholas sent Wilhem telegram number 5, which was a response to the peace proposals of the Kaiser's telegram number 4. Nicholas thanked Wilhem for offering his assistance in resolving the dispute. Unfortunately, at this point one can but state that, using a literary allusion, Annushka had already spilled the oil³⁷.

At 3:52 am, not yet having received telegram number 5 from Nicholas, Wilhelm dispatched telegram number 6²¹, which was actually a response to telegram number 3, in which Nicholas had asked for an explanation of the threat of war delivered by the ambassador.

Nicholas received telegram number 6 at 6:30 am. Its contents upset the Emperor. There was no mention of the possibility of involving the Hague Conference proposed by Nicholas. Instead, Wilhelm announced in rather an aggressive tone that if Russian mobilization continued, he would no longer be able to act as a mediator. In fact, he wrote, 'the whole weight of the decision lies solely on you[r] shoulders now, who have to bear the responsibility for Peace or War'²¹.

At 10:30 am Sverbeyevev, Russian Ambassador in Berlin was summoned to von Jagow, the Foreign Minister. Jagow announced that the procedure proposed by Sazonov was unacceptable, and that the Austrian Habsburg monarchy would not allow itself to be humiliated and its prestige undermined²¹. It must be noted that in this case Germany's Foreign Minister spoke on behalf of another country: Austria-Hungary.

At 2 pm Sazonov was summoned to the General Staff. Sukhomlinov and Yanushkevich informed him that clear evidence existed of a covert mobilization taking place in Germany, which, thanks to the discipline of the German citizens, unlike in Russia, could be carried out without much fuss. Both the Minister of War and the Chief of the General Staff asked Sazonov to persuade Nicholas to announce the general mobilization. Sazonov called the Czar, who agreed to meet him at 3 pm²¹.

At 3 pm a message about the mobilization of the army and fleet was published in the German *Berliner Lokal-Anzeiger* newspaper. Sverbejev, the Russian Ambassador, instantly telegraphed St. Petersburg, but the message reached Sazonov only around 4 pm. It is thus a mistake to believe that the order for a general Russian mobilization came in response to the information about the German mobilization. Shortly after the notice appeared in the newspaper, the German Foreign Minister von Jagow telephoned the Russian ambassador in Berlin, to apologize and say that the announcement published was a mistake. The question remained in the air: what to believe? In Russia they seemed to prefer to believe that the announcement was telling the truth.

At 3 pm Sazonov arrived at the appointment with the Czar. The Emperor asked if Sazonov minded if Major-General Ilya Tatischev (1859-1918), who was Russian military attaché in Berlin and who was going to be sent to Germany the very same day, was present at the meeting. Sazonov did not object, but added that it was unlikely that

Tatishev would be able to return to Berlin. ‘You think it’s too late?’ Nicholas asked; Sazonov nodded.

Sazonov’s presentation lasted from 3 to 4 pm. He forwarded the Emperor the contents of the discussion held at the General Staff. Nicholas was visibly devastated. The telegram received from Wilhelm that morning, which he now handed to Sazonov to read, played an important part in it. This was telegram number 6 received in the morning, which largely determined the decisions made on that day.

The Foreign Minister reminisced: “Nicholas reflected, ‘If I accept Germany’s demands, we will stand unarmed before the Austro-Hungarian troops. That would be madness.’ The nervousness of the situation was indicated by the Emperor’s response to Tatishev: when the latter said ‘yes, it is hard to decide,’ Nicholas snapped irritably ‘It is I who is deciding’

“The Emperor was silent for a long time; and then said, ‘this would mean doom for thousands of Russian people. How can one not be hesitant in making such a decision?’ I was sitting opposite him, watching the expression on his pale face, which reflected the terrible internal struggle that took place in those few minutes in his soul... Finally the Emperor, as if uttering the words required him a lot of effort, said to me, ‘you are right. We have no other choice than to wait for aggression. Deliver the Chief of the General Staff my order to start the mobilization ²¹.’”

Sazonov asked for permission to use the telephone downstairs and rang Yanushkevich. After hearing out the Czar’s decision, the General said the historic words, ‘From now on, my phone will be out of order ²¹.’

In order to accelerate the documents being signed, Dobrorolski and Yanushkevich travelled to the meeting of the Council of Ministers in Mariinsky Palace by car ³⁴.

It was soon after 6 pm when Dobrorolski once again arrived in St. Petersburg Telegraph Office. The general later recalled, “I walked into the hall. A solemn silence reigned. [...] A few minutes after 6, in total silence, the machines began to chatter. That was the beginning of it all.” And that was also the end of a whole era ³⁴.



Photo 59. St. Petersburg Telegraph Office.

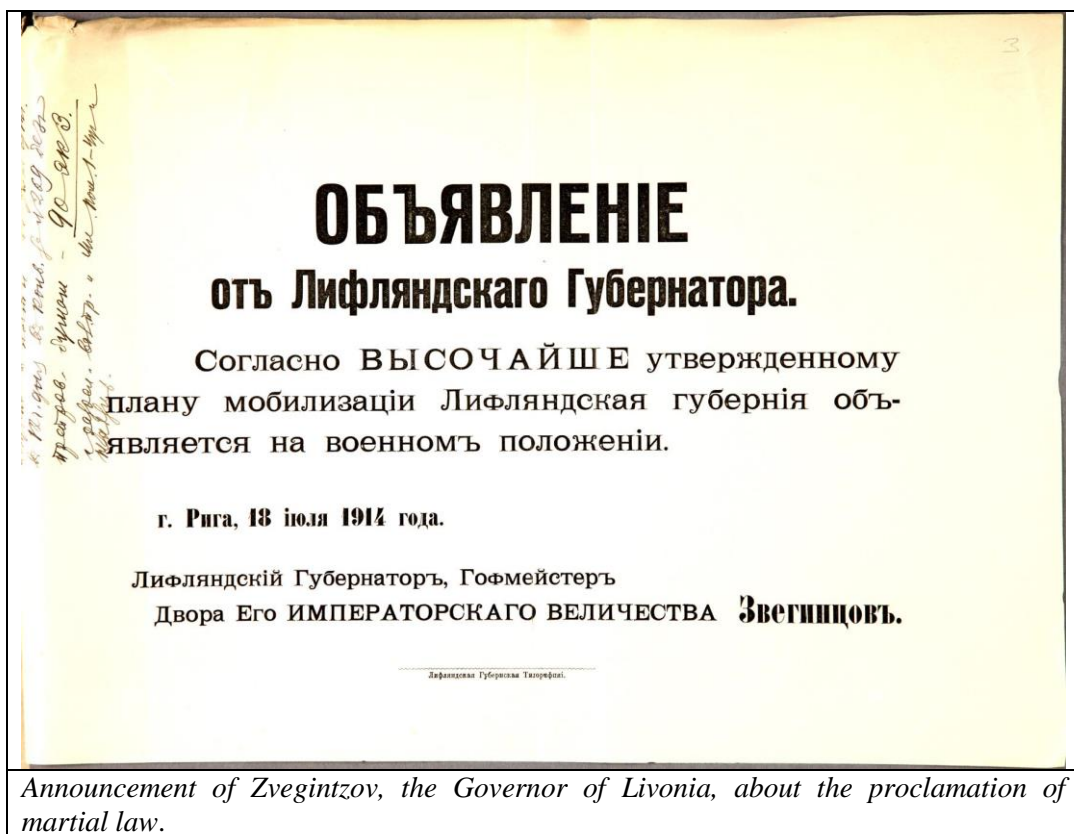
Day 8: 18/31 July

War.

Despite the fact that it was night time, the Grand Duke and his wife set off towards St. Petersburg in a large Benz, accompanied by Count Alexander Shuvalov. Vladimir Kreissler, Baron Boris von Korff and Baron Franz von Hahn escorted them in their cars³⁶.

In his memoirs, Cyril Vladimirovich remembers this trip as follows, “We travelled from Riga to Tsarskoye Selo in Count Shuvalov’s car. The Count was a great driver, even though at times he drove perhaps too daringly. There was real chaos on the roads. Forward movement was severely disrupted. People, horses and domestic animals were blocking the roads. Reservists were moving to muster stations: the mobilization was in full swing. Moving forward became increasingly impossible. I cannot remember exactly whether it was in Pskov or Luga that we managed to get on a train. There was also a big mess on the railway; we were pleased to get places in third class³⁸.”

World War I had begun.



On the same day

By the morning, mobilization announcements were out everywhere.

At 11 am, a meeting of the Council of Ministers began in Peterhof Palace, presided over by Nicholas II. On the agenda there was the question of the Commander-in-Chief in case of a possible war. The Ministers dissuaded Nicholas from leading the troops himself, as was his initial plan. Eventually, Grand Duke Nikolai Nikolayevich (1856-1929) was assigned to this office³³.

At 2 pm von Jagow summoned Sverbeyev, the Russian Ambassador, and stated that while the Kaiser had contacted the Austrian Emperor Franz Joseph (1830-1916) in order to mediate in peace negotiations, Russia had proclaimed a general mobilization. The Foreign Minister said that nothing was left to be done now, and the German Government had no choice other than to declare the country to be in danger and mobilize the troops²¹.

At 3 pm Kaiser Wilhelm II arrived in Berlin with his family, and made a fiery speech from the Balcony of the Royal Palace, the main message of which was that Germany was forced to confront the war²¹.

19 July/ 1 August

At 12 am Pourtalès forwarded an ultimatum to Sazonov for suspending the mobilization. The deadline given was twelve hours.

At 7 pm Pourtalès arrived at an appointment with Sazonov in order to ask if Russia was prepared to stop the mobilization. After a negative reply he repeated his question twice. The ambassador was clearly upset. Breathing heavily he said to Sazonov, “En ce cas, monsieur le Ministre, je suis chargé par mon Gouvernement de Vous remettre cette note” (“In that case, Mr Minister, I must hand this document to you”). With trembling hands he pulled out a folded sheet of paper from his pocket and handed it to the minister. This was a declaration of war. Having handed over the document, the ambassador was completely overwhelmed with emotion, stepped to the window and broke down in tears. A few moments later he said, “Je n’aurais jamais cru que je quitterai Pétersbourg dans ces conditions” (“I never thought I’d leave St Petersburg under such circumstances”). He then embraced Sazonov and left^{21,28}.

In fact, a somewhat curious political situation had arisen: Germany had declared war to protect an ally whom no one was attacking.

On 20 July / 2 August, at 8 o’clock in the morning the German Ambassador along with the staff of the Embassy left St. Petersburg in a special train.

On 22 July / 4 August Germany declared war on France.

On 23 July / 5 August Britain declared war on Germany.

On 24 July / 6 August Austria-Hungary declared war on Russia.

CONCLUSION

Looking again at the photographs taken by Johannes Pääsuke in the yard of Raadi Manor on the first day of the Victoria Race, one understands clearly how easily the apparently immovable bright present can be wiped out. This probably is the very experience that teaches people to value those seemingly insignificant little things of everyday life, which unexpectedly turn out to be significant.

These photos are like sand mandalas carelessly swept away by destiny. Russian and German nobility, high state officials and more humbly born drivers and mechanics chatting congenially, everyone with their bright future plans in mind. Nobody could imagine that just a week later the disaster would happen, which would force the best of friends, blood brothers, fathers and sons, and completely ordinary non-political people to shoot at each other and destroy one another. Magnificent cars, which only a few could afford at that time, were requisitioned a couple of weeks later for military service. As a result of the war, the majority of Russian, as well as Baltic-German, aristocracy lost their property, their homeland, and many of them their lives.

At the beginning of the war, the Grand Duchess Victoria Feodorovna immediately set off to organise a motorized ambulance unit in St. Petersburg named after herself. She was helped by her fellow club members Alexander Shuvalov and engineer Vladimir Kreissler. It is known that Kreissler in particular stood out, participating in several risky operations and bringing wounded soldiers off the battlefield in his car. He received the St. George Medal for bravery. In addition, he was to be awarded the Fourth Class of the Order of St. Vladimir, but due to the opposition of the counter-intelligence service he never received it. The reason was that Kreissler was a Lutheran and during his first seven years of life in Riga he had actively interacted with German barons ³⁹.

Nikolai von Wrangell and Elisabeth von Hoyningen-Huene, who had travelled in the same car in the Victoria Race, had then developed a mutual fondness, and in 1915 they married.

Wrangell ended the war as a Major-General. Living in exile took them to France and Italy. Elisabeth founded a successful fashion house in Paris called Iteb, its name derived from her nickname Betti read backwards. Iteb positioned itself as a Russian fashion house. Since Russian styles were extremely fashionable with French ladies at the time, the business was very successful. Nikolai von Wrangell, a patriot who had fought for his homeland, found it harder to accept emigration. The General could not bear being torn from his home country and ended his life by suicide in 1927. Nikolai von Wrangell was buried in Testaccio Cemetery in Rome.



Баронесса Елизавета Врангель.

Foto 60. Baroness Elisabeth Wrangell.

Paul Baron von Meyendorff's wife Stella worked in a Red Cross hospital in St. Petersburg during the war. In this period she met Meyerhold and Stanislavsky, the great theatrical luminaries, and devoted herself entirely to acting.

After the war she and her family lived in Kumna Manor for some time and played in several local theatres. Good language skills enabled her to successfully appear on German, English and French theatre stages.

Her career as a film actor started in 1921 with the film *Cursed Land* by the famous German film director Friedrich Murnau (1888-1931). In total, she appeared in eighteen films. In cinematic history she is known as Stella Arbenina.

In emigration, she released her memoirs, *Through Terror to Freedom*, which describes her experiences during the Russian Revolution.

Nikolai Zvegintzov, the Governor of Livonia, and his son Vladimir emigrated. His son and later also his grandson became renowned military historians.

Vladimir was the last commander of her Supreme Majesty Empress Maria Feodorovna Chevalier Guards regiment. In his apartment in Paris he kept the Regiment's Georgi jubilee flag, which the regiment officers had managed to take out of Russia after the Civil War. This historic flag was later handed over to the Musée de l'Armée in Paris. Nikolai Zvegintzov's second son Nikolai (1894-1927) remained in their home country after the Civil War, and died in the Solovets prison camp.

Prince Nikolai Kropotkin, along with several other members of the automobile club, organized an eight-vehicle car squad of the Riga Red Cross. A number of bold initiatives have been recorded, organized to bring wounded soldiers back from the battlefield⁴⁰.

At the beginning of the war, activities were clear and logical for a military officer fighting for the Russian Empire.



Photo 61. Stella Arbenina.



Photo 62. Vladimir Zvegintsov in Cornets parade uniforms.

Later on, the situation became much more complicated. Given the sometimes bizarre events of the Latvian War of Independence, it was rather difficult for a Russian officer and a patriot of the homeland to choose the historically correct course of action.

Thus in 1919 Kropotkin became a representative of the short-lived Government of West Russia founded by the 'adventurer' Pavel Bermond-Avalov (1877-1974). His main task was to achieve recognition by the Russian government led by Admiral Kolchak.

According to 15 October 1919 decree of Kārlis Ulmanis, all of Kropotkin's property, including Sigulda Castle, was nationalised for his actions against the Republic of Latvia⁴¹. It should be noted that at that time, four different governments were in office in Latvia at the same time. Prince Nikolai Kropotkin emigrated to Germany and died in Berlin in 1938⁴².

Olga von Kreutz's half-brother, the young poet Vladimir Paley (1897-1918) was one of the eight Alapayevsk martyrs. The day after the execution of Nicholas II he was, along with several other members of the Emperor's family, thrown into an old mine shaft near Alapayevsk, still alive. Olga's half-sister Natalie von Paley became a well-known actress in France.

Alfred von Schilling's Pada Manor house was burned down by revolutionary-minded soldiers. His sons Alfred and Egon began to fight for the independence of Estonia in the Baltic Battalion. Alfred was repeatedly wounded and was killed in battle in 1919.

Alfred von Stryk, the landlord of Kõpu Manor, also died fighting for an independent Estonia in 1919, serving in Baltic Battalion in a battle against Bolsheviks.

Adolf Pilar von Pilchau, the Audru landlord, and Heinrich von Stryk from Tihemetsa became prominent ideologists of the United Baltic Duchy. Additionally, Hermann von Brümmer from Rucka Manor and Eberhard von Wolff from Paltmale Manor fought for the same idea in the Baltische Landeswehr.

A large part of the Baltic German aristocracy emigrated; most of the manors untouched by the war were nationalized. The exceptions to this were those Baltic Germans whose achievements were considered to be of special merit by the Estonian state. Thus Count Ernes Berg's father Friedrich, the 'Rye Count' lived until his death in his home, Sangaste Castle.

Right at the beginning of the war, Ernes Berg opened a hospital in Sangaste and organized a hospital train for transporting wounded soldiers. Maria von Brasch, the first car owner in Tartu, gave her Panhard et Levassor for the use of the hospital founded by Ernes Berg. As a skilled technical man, Berg turned an ordinary car into an ambulance, in which the wounded were driven from the railway station to Sangaste manor hospital.

In the Estonian War of Independence, Ernes served as a Count of the Grand Duchy of Finland in the Finnish Regiment *Pohjan Pojat* ('Sons of the North'), fought for the independence of Estonia, receiving the Cross of Liberty for bravery. Ernes Berg also took part in the historic Paju battle. Later, he moved to live in Finland.



Photo 63. Emes Berg. The Estonian War of Independence.



Photo 64. Friedrich Berg.

Ermes' father Friedrich Berg bred a rye variety 'Sangaste' very suitable for the local conditions, which found wide use in northern Europe. Among the people, he became known as Rukkikrahv – the Rye Count. Count Berg lived his whole lifetime in Sangaste castle, and was buried in the local cemetery. Every autumn a handful of 'Sangaste' rye is sown onto his grave⁴³.

Maria von Brasch and her family emigrated to Germany; her house at 36 Lai Street in Tartu was given to the University of Tartu. In 1938 the Estonian Academy of Sciences was founded in this building. Incredibly enough, the entire interior of the house is still perfectly intact, including the mirrors and wall decorations.

The Liphart family emigrated to Denmark. Reinhold donated a significant part of his art collection to the University of Tartu. In 1923, the buildings of Raadi Manor were given to the Estonian National Museum. In 1944, Raadi Manor was destroyed by the Soviet air force. Today the complex is still in ruins.

Colonel Wessel Freitag von Loringhoven (1899-1944), brother of Paul Gaston von Transehe-Roseneck's wife Karin, took part in the assassination attempt against Hitler in July 1944. After its failure he shot himself.

After the murder Nicholas II and his family, as well as Nicholas's brother Mikhail in 1918, Cyril Vladimirovich turned out to be the oldest living representative of the dynasty.

Despite the fact that the Soviet Union had been recognized by several countries, on 31 August 1924 he proclaimed himself Emperor, Russia's Cyril I.

Grand Duchess Maria Vladimirovna, granddaughter of Cyril and Victoria living in Madrid is now the pretender to the throne of the Romanovs.



Photo 65. Grand Duke Cyril Vladimirovich.

Re-reading the pre-war documents and pondering about the causes of the Great War, leaving aside the ambitions of aggressively minded warlords and politicians, one notices temporal and consequently substantive misperceptions and misunderstandings in the interaction between Nicholas and Wilhelm.

The times of the preparation, dispatch, receipt and delivery to the recipients of the six crucial telegrams remain peculiar. One gets the impression that some of the officials mediating the communication between Nicholas and Wilhelm deliberately sabotaged the normal flow of information. It is possible that a major war could have been avoided with the help of a sentence said in the right place at the right time, and more importantly, heard in the right time and understood correctly.

Four empires disintegrated as a result of the war. It must be stated that several peoples fought their way for freedom and new independent states emerged on the world map, among them Finland, Poland and the three Baltic republics.

Sources and additional notes

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9	<p>In the early days of the automobile industry, different models sold by car manufacturers did not, as a rule, have individual names. Apart from the type of bodywork, they were mainly distinguished by their engine output. This parameter was given in two figures: tax horsepower / real power.</p> <p>The engine output was measured in horsepower (HP). In other languages the following abbreviations were used: in English HP (horse power); in Russian ЛС (<i>лошадиная сила</i>); in German PS (<i>Pferdestärke</i>); and in French CV (<i>cheval-vapeur</i>).</p> <p>The tax horsepower was calculated with the following formula: $HP = 0.3 \times D^2 \times S \times N$, where D is the diameter of the cylinder (cm); S is the stroke length (m); and N is the number of cylinders.</p> <p>The real power of the engine was provided by the factory, and the methodology for calculating it was more complex. In a book by Polujektov I.P. Katehizis Avtomobilista ('A Motorist's Catechism') published by N.P. Karabasnikov in Paris in 1926, the following table can be found for an approximate assessment:</p>																																																																																																																																			
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The postcards used in this book belong to the autor`s collection or to the Estonian Old Technics Museum.

Cover photo: Grand Duchess Victoria Feodorovna and Grand Duke Cyril Vladimirovich in Sweden in 1913. – Baltische Sport Zeitung 1913, p. 171.

Pages: **2,4**. Advertisements from the technology office catalogue of Carl Spahn, a representative of the company Benz in St.Petersburg and Moskow, 1898 (Stanislav Kiriletz collection). **6**. Advertisements from the book: Probeg avtomobilej na Imperatorskij priz 1912 g. Izdanie E.M.Kuzmina, St.Petersburg, 1912, p. 1. **12**. Cover picture of: M.Buch, B. Von Lengerke, W.Kirchner, M.R.Zechlin. Automobil und Automobilsport. Richard Carl Schmidt & Co. Berlin, 1910. **17**. An advertisement for Feitelberg`s car emporium. – Rigasche Zeitung, 17.03.1910. **34**. Pieter Bruegel the elder “The Harvesters”, The Metropolitan Museum, New York. **67**. Reproduction from Baltische Sport Zeitung 1914, p. 161. **70**. Announcement of Zvegintzov, the Governor of Livonia, about the proclamation of martial law. The National Archives of Estonia, EAA.330.1.2270, p 3. **84**. Adolf Richter. Rigasches Adressbuch 1914. Im Gelbstverlage des Herausgebers, Riga, 1914, p. 1277. **85,86**. Baltische Sport Zeitung, 1913, pp. 90, 24. **87**. <http://jbbassibey.free.fr/eng-%20raids.htm> (1.11.2014). **88**. Baltic Automobile and Aero Club contact data.

List of Former and present place names of places

PRESENT	FORMER
Abja	Abia
Aderkašu	Fistehlen
Alatskivi	Allatzkiwwi
Alūksne	Marienburg
Aseri	Asserin
Audru	Audern
Bauska	Bauske
Cesvaine	Sesswegen
Daugavpils	Dünaburg
Elēja	Elley
Ērberģe	Herbergen
Ērgļi	Erlaa
Gaujiena	Adsel
Jaungulbene	Neu-Schwanenburg
Jaunjelgava	Friedrichstadt
Jaunlaitsene	Neu-Laitzen
Jēkabpils	Jakobstadt
Jelgava	Mitau
Kaarli	Karlsberg
Kamara	Kamara
Kaunas	Kovno
Kavastu	Kawast
Kehtna	Kechtel
Ķeipene	Kaipen
Kilgi	Killi
Kilingi	Kurkund
Ķīpēnes	Eck
Koknese	Kokenhusen
Koosa	Kosa
Krape	Kroppenhof

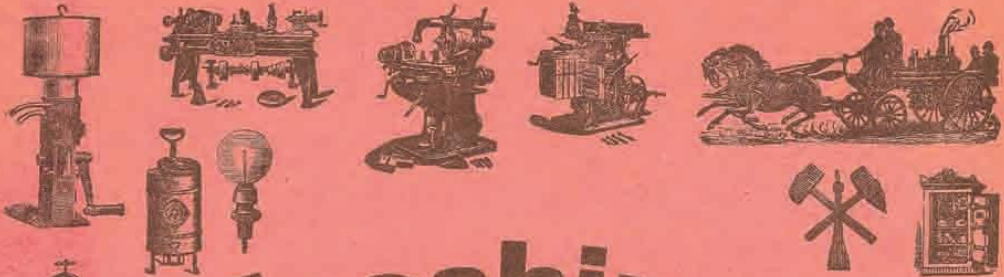
PRESENT	FORMER
Krustpils	Kreuzburg
Kumna	Kumna
Kuramaa	Kurland
Kurmene	Kurmen
Königsberg	Königsberg
Laatre	Fölk
Lielvārde	Lennewarden
Liezēre	Lösern
Līvīmaā	Livland
Lorupe	Kronenberg
Lugaži	Luhde
Luke	Lugden
Lustivere	Lustifer
Luunja	Lunia
Madliena	Sissegal
Majori	Majorenhof
Mercendarbe	Merzendorf
Möniste	Menzen
Nereta	Nerft
Nõmme	Nömme
Oļi	Ollenhof
Olustvere	Olustfer
Pada	Paddas
Paltmale	Paltemal
Plaviņas	Stockmannshof
Pskov	Pleskau
Põltsamaa	Oberpahlen
Pärnu	Pernau
Raadi	Rathshof
Restu	Rösthof

PRESENT	FORMER
Rīga	Riga
Rucka	Rutzky
Rundāle	Ruhenthal
Rutikvere	Ruttigfer
Rāpina	Rappin
Sangaste	Sagnitz
Sigulda	Segewold
Skaistkalne	Schenberg
Suure-Kõpu	Gross-Köppo
Taagepera	Wagenküll
Tabivere	Tabbifer
Taheva	Taiwola
Tallinn	Reval
Tapa	Taps
Tartu	Dorpat
Tauragē	Tauroggen
Tihemetsa	Tignitz
Tsooru	Fierenhof
Tõrva	Törwa
Ulbroka	Stubbensee
Uue-Antsla	Neu-Anzen
Vecgulbene	Alt-Schwanenburg
Vecsaule	Alt-Rahden
Viljandi	Fellin
Vilnius	Wilna
Vohnja	Fonal
Voldi	Voldi

Index of names

Alexander II 19,29,40	Grigorovich 60
Alexandra Feodorovna 16,21	Habsburg 68
Allemayer 45,46	Hahn 10,11,37,56,70
Anderson 23	Harpe 27
Arbenina 72	Heine 10,11
Batory 52	Hippius 38
Belyayev 5	Hitler 76
Berchtold 54	Hohenberg 8
Berg 5,10,16,23,38,39,40,63,65,66,74,75	Hoyningen-Huene 15,16,21,72
Bermond-Avalov 74	Ivanenko 21
Biron 56	Jagow 59,60,68,71
Brackmann 31,32	Kalep 7
Brasch 15,17,18,19,25,75	Karyakin 45,46
Bruegel 34	Klokatshev 13,14
Brümmer 10,11,23,41,42,74	Knight 11
Bulmerincq 57	Knorring 10,19,25
Buxhoeveden 10,15,16,19,20,43,47	Koch 10,62
Cyril Vladimirovich 7,10,13,14,15,16,19, 23,38,57,63,65,70,76	Kolchak 74
Dobrorolski 59,60,61,69	Komorowsky 56
Dolgorukov 29	Korff 10,11,16,51,52,53,63,70
Erdmann & Rossi 39	Kreissler 10,23,50,53,63,70,72
Ernst Ludwig 16	Kreutz 15,19,74
Essen 41	Kropotkin 7,10,13,14,16,18,43,47,63,64,73,74
Fay 51,52	Lenne 25
Feitelberg 7,10,11,16,17,47,50,57,66	Lenz 55
Fersen 28,29	Leutner 39,57
Franz Ferdinand 8	Lieven 10,16,17,63,66
Franz Joseph 71	Lilienfeld 5
Freytag von Loringhoven 47,64,76	Linnemann 47
Gersdorff 53	Liphart 11,13,15,16,25,26,75
Gieslingen 33	Läanelaid 24
Girgensohn 57	Maklakov 59
Grahv 32,37	Maldav 66
Grewingk 13,14,24	Manteuffel 11,15,25
	Maria Feodorovna 64,73

Maria Pavlovna 23	Schoultz von Ascheraden 10,26,50,63
Maria Vladimirovna 76	Schumann 5
Martoglio 7	Shirkov 53
Mazhevsky 5	Shljusarenko 7
Mayer 5	Shuvalov 10,19,55,56,63,72
Mellin 32	Soucanton 29
Mengden 10,26,46,52,53,63,66,67	Szapáryv 27
Meybaum 7	Stael von Holstein 10,26,36,40,44
Meyendorff 20,26,50,55,73	Stanislavsky 72
Meyerhold 72	Stryk 10,29,31,32,35,36,37,39,40,74
Mikhail Alexandrovich 21	Sukhomlinov 33,59,60,68
Murnau 72	Sustenek 45,47
Navorotsky 5	Sverbeyev 60,68,71
Nicholas I 25	Zelionyi 5
Nicholas II 16,19,27,33,41,54,58,59,60, 65,68,69,71,74,76	Zhergulev 5
Nikiforov 25	Zvegintsov 10,13,26,33,42,62,65,70,73
Nikolai Nikolayevich 71	Tatishev 68,69
Nolcken 21,22	Terrepson 16,18,19
Paley 19,74	Transehe-Roseneck 10,11,15,16,19,26,44, 45,46,47,63,64,66,76
Paul Alexandrovich 19	Tugan-Baranovski 61
Peter I 38	Ulmanis 74
Pilar von Pilchau 32,74	Utochkinv17
Pistohlkors 19	Vagner 17
Poincaré 26	Wahl 10,15,28,66
Portalès 59,68,71	Whishaw 55
Pääsuke 5,14,72	Victoria Feodorovna 1,3,7,8,11,13,14,15, 16,19,24,27,28,32,36,38,39,40,44,45,53,55, 57,64,65,66,72,76
Püvi 39,66	
Radowiz 41,42	
Rasputin 19	Wildau 35
Rastrelli 56	Wilhelm II 49,54,58,59,60,68,69,71,76
Richter 64	Vladimir Alexandrovich 23,29
Riemann 64	Wolff 10,40,43,44,45,46,47,48,49,62,63, 66,67,74
Rosen 29	
Roth 40	Wrangell 10,16,19,21,72
Sazonov 27,41,54,58,59,60,68,69,70	Wulf 10,11,49,50,51
Schilling 10,11,26,59,62,63,74	Yanushkevich 33,54,58,59,60,61,68,69
Schmidt 19,47	



Maschinen

Lokomobilen u. Motoren
ohne Ausnahme **jeder** Art!

sowie **alle** Apparate,
Geräte,

Hand-, Dampf-, Feuerspritzen,
Motor-u. Automobil- Pumpen,
Geldschränke,
Öfen,
Bade-Anlagen,
Heizungs-Einrichtungen,

und **alle** Technische Artikel, Treibriemen,
Armaturen, Packungen, Öle, Fette,
Schmier-Apparate, Kondenswasser-
Rückleiter, Injecteure usw. usw.

Nur die neuesten wirklich bewährten Maschinen werden empfohlen.

Automobil-Lastwagen.
Automobil-Omnibusse.
Automobil-Droschken.

*Billigste
Bezugsquelle.*

Schriftliche Garantie.

Hugo Hermann Meyer,

RIGA.

Die Firma besteht seit 1873.



BENZ

die Weltmarke!



Mein Benz!!

Der Bericht der beiden örtlichen Automobil-Klubs pro 1912 zeigt, dass die den Mitgliedern gehörigen Automobile auf folgende Marken entfallen:

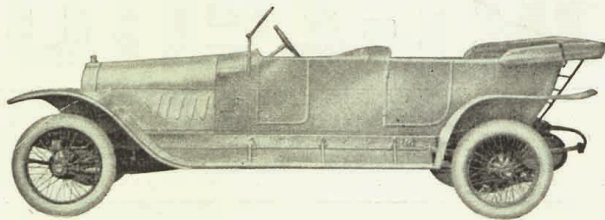
BENZ	—	37	Automobile	mit	zus.	1338	HP
X	—	19	"	"	"	669	"
Y	—	18	"	"	"	420	"
Z	—	17	"	"	"	346	"
				u. s. w.			

Diese kleine Tabelle zeigt, dass Benz bei Weitem dominiert, was nicht Wunder nimmt, wenn man die überragende Qualität dieser Marke berücksichtigt.

Alleinvertreter für die Provinzen Livland, Kurland und Kowno:

AUTOMOBIL-CENTRALE RIGA

A. von Kuhlberg



≡ OPEL ≡
Minerva

Führende Marken.

A. Leutner & Co.

Russia-Fahrradwerke u. Automobilfabrik

Riga, Alexanderstrasse № 129/133.

Ce qu'il y a
de mieux
à Paris:

la femme
et..



la sans-soupapes
PANHARD

24, Avenue des Champs-Élysées — 19, Avenue d'Ivry
• PARIS •





Kaiserl. Balt. Automobil- und Aero-Klub.



Klublokal: Schulenstrasse 3 a. Telephon 3116.
 Ehrenpräsident: Seine Kaiserliche Hoheit
 Grossfürst Kyrill Wladimirowitsch.
 Präsident: Se. Durchlaucht Fürst N. D. Kropotkin.
 Vize-Präsident: A. von Transehe.
 Kassierer: Edgar v. Rücker.

Komiteeglieder: Baron A. Schoultz von Ascheraden, Erich von Grünewaldt, A. Frey, Eugen Feitelberg.

Glieder der Toursektion: Präses: Baron Schoultz von Ascheraden, W. K. Bronowsky, Graf Hermes Berg, Schloss-Sagnitz.

Ehrenmitglieder: Ihre Kaiserliche Hoheit Grossfürstin Viktoria Feodorowna; Seine Majestät Gustav, König von Schweden; Ihre Kaiserliche und Königliche Hoheit Prinzessin Maria Pawlowna, Herzogin von Södermanland; Seine Königliche Hoheit Prinz Wilhelm von Schweden, Herzog von Södermanland; Russischer Botschafter in Stockholm A. Savinsky; Präsident des Kungliga Automobil-Klubben Graf Clarence von Rosen.

Die Mitglieder des Klubs besaßen zum 1. Januar 1913 — 92 Automobile. Die Zahl der Automobile beträgt 78⁰/₀ der Mitgliederzahl. Die 92 Automobile hatten zusammen 2703 HP. Im Durchschnitt hatte also jedes Automobil 29¹/₃ HP.