

How France Won its own "Frame-up," the Grand Prix.



SZISZ (FRANCE) THE WINNER.



NAZZARO (ITALY) SECOND.

France should be deliriously happy. The Bennett cup race was not the French idea of true sport; it afforded a fair field and no favor—conditions that gave all countries that might compete an equal chance and led to the defeat of France. The Frenchmen did not relish that sort of sport. They believe in 100 to 1 chances with the 100 in favor of France. Accordingly, they set out to strangle the Bennett race and appear to have succeeded.

In its place they reared the Grand Prix in which was incorporated the French idea. It was "framed up" so that France scarcely could fail to win. The odds, that is, the number of entries, simply must be overwhelmingly in favor of France. The race was run on Tuesday and Wednesday, June 26 and 27. Twenty-three Frenchmen, six Italians and three Germans participated. Of course, France won. Despite the odds, an Italian finished second—but, anyway, France won. So why should not France and the French "sportsmen" be deliriously happy?

The race was on what is known as the Sarthe circuit, a triangular shaped course in the rugged country in the northwest of France. It was 103 kilometres, about 63 miles, to each lap. It was run on the installment plan, six laps being run on each day, the first car finishing on the first day being the first one to start on the second. Nearly all of the foreigners who appeared in the Vanderbilt cup race were among the participants, and for that reason more interest than usual attached to it.

According to cable reports, the scene around the starting point at Pont-de-Gennes begged description. Thousands of people had camped out, some sleeping in the

huge grandstands, erected on both sides of the road, others snatching a few winks on the cushions of cars packed in the Automobile Club's enclosure for which the modest rental of twenty cents per square yard was charged. Thousands of little wooden huts had sprung up during the week until the place looked like a miniature village. For the privilege of staying in these huts overnight the populace gladly paid the ten, twenty, thirty francs asked, according to how many blankets one required.

Early in the morning and almost before the fog had cleared over the lowlands, the throng was astir and the gendarmes quickly took their places along the road a few yards apart. Promptly at six o'clock a hush fell over the multitude as the starter gave the word "Aller!" and Gabriel, grim faced and determined, pushed the lever of his 130 horsepower Lorraine-Dietrich, and was soon lost to sight down the black stretch of tarred road. Ninety seconds later a mighty cheer went up as Lancia, jovial as ever, advanced the spark of his Fiat and whirled away, for Lancia, albeit he is an Italian, was immensely popular with the crowd. Then at intervals of a minute and a half, these cars and their drivers got off in the following order: Szisz, 105 horsepower Renault; Hémyery, 125 horsepower Darracq; Baras, 105 horsepower Brazier; Jenatzy, 125 horsepower Mercedes; Rigoly, 110 horsepower Gobron-Brillié; Cagno, 140 horsepower Itala; Teste, 130 horsepower Panhard; LeBlon, 125 horsepower Hotchkiss; Clément, 125 horsepower Bayard-a-Clément; Rougier, 130 horsepower Lorraine-Dietrich; Nazzaro, 135 horsepower Fiat; Edmond, 105 horsepower Renault; Wagner, 125 horsepower Darracq; Barril-

ier, 105 horsepower Brasier; Marionx, 125 horsepower Mercedes; Fabry, 140 horsepower Itala; Civelli de Bosch, 100 horsepower Gregoire; Heath, 130 horsepower Panhard; Salleron, 125 horsepower Hotchkiss; Villemain, 125 horsepower Bayard-a-Clément; Duray, 130 horsepower Bayard-a-Dietrich; Weillschlott, 135 horsepower Fiat; Richez, 105 horsepower Renault; Hanriot, 124 horsepower Darracq; Pierry, 105 horsepower Brasier; Florio ou Braun, 125 horsepower Mercedes; de Caters, 140 horsepower Itala; F. E. Shephard, 125 horsepower Hotchkiss, and De la Tourloubre, 125 horsepower Bayard-a-Clément. Of the thirty-four entries only two failed to start. One was No. 9, Tavernaux, 100 horsepower Gregoire, and the other was No. 11, Barrioux, in the much touted 120 horsepower Vulpes.

The length of the first day's race was about 372 miles, six times around the triangular shaped course. Lancia, who started second, was the first to complete the 103 kilometre circuit and the crowd greeted him warmly when he appeared leading the string of racing cars. His time for the 62 miles was 53:42½. This time was beaten in the first round by Baras, who covered the lap in 52:25½. Following Lancia on the first round came Szisz, swallow-like, apparently pressing the Italian hard, while Baras lost nothing. The first round brought accidents to LeBlon (Hotchkiss) and Fabry (Itala). LeBlon overturned his car while rounding one of the sharp curves at Calais, the turning point into the homestretch. St. Calais, normally, is a village of 3,627 inhabitants, but on Tuesday probably 10,000 people saw LeBlon upset and they rushed to pick up his mangled remains, as they thought, but the indomitable driver imme-

CRITICAL OF FRANCE

TWO DAY RACE

1-5 MINUTE INTERVALS

COURSE 62 MILES
DAY 1 - 372 MILES

CROWD COLOR



PLANK ROAD BUILT OVER SWAMP FOR GRAND PRIX RACE.

diately set to work to right his capsized machine and repair the broken wheel that resulted. Fabry ran against a stone wall on the out trip and smashed his car beyond repair. Neither he nor his mecanicien was injured, however.

At the end of the second lap Baras was leading, although his time for that lap was nine seconds slower than in the previous contest. He received the first real cheer from the sleepy-eyed spectators. George Heath, the American driver of the Panhard and winner of the Vanderbilt cup race two years ago, was second, and he covered the lap in 64:06½. Elliott F. Shepard, another American driver, was third, in 61:12.

Nearly all of the contestants had tire troubles and the success of Szisz, who finished the first's day's race in the lead, was attributed in no small measure to a removable rim he used. It took the little Hungarian only four minutes to replace a punctured tire, while his competitors were lucky if they escaped with a loss of as much more. One of the conditions of the race was that all repairs must be made by the driver and his mechanic. A broken frame stopped George Heath in the fifth round, but he patched it up with wire and a steel brace and finished the sixth lap. Jenatzy ended the race with only one tire on. Several of the drivers were burned about the eyes and

hands with flying drops of hot oil. Many Americans viewed the first day's racing, the most prominent among them being Jefferson de Mont Thompson and A. G. Batchelder, who will select a team from the French cars to finish, to represent France in the Vanderbilt cup race.

Szisz's victory in the first half of the race was a surprise that nearly knocked the bookmakers out of business. The betting men had given odds of about 200 to 1 on Szisz, and although few placed bets on the dapper little Hungarian, some of his followers did and the result was enough to demoralize the "bookies." The bookmakers had a stand just as they do on the horse tracks in this country and when the race started the odds on the other drivers were as follows: Hémery and Baras, 8 to 1; Lancia, 10 to 1; Tarte, 12 to 1; Jenatzy, Wagner and Cagno, 15 to 1; Teste, 18 to 1; Clément and Gabriel, 20 to 1; Nazzaro, Duray, Le Blon, Barillier and Edmond, 25 to 1; George Heath and Pierry, 30 to 1; Baron de Caters, Rougier, Rigoly and Villemain, 33 to 1.

* Szisz completed the six rounds of the 62-mile circuit in 5 hours 45 minutes and 30 seconds, having travelled the 372 miles at an average speed of 107 kilometres (66.4 miles) per hour. He was the third man to be sent away Tuesday morning, starting from the official stand near the railroad sta-

tion at Pont-de-Gennes at three minutes after 6 o'clock. At the end of the first and second rounds he was the second man to pass to stand, but he assumed the lead and at the end of the third circuit of the course he was leading, which advantage he maintained to the end of that day's part of the contest.

Albert Clément, the young son of the builder of the 125 horsepower Bayard-Clément he drove so skillfully, finished in second place, his time being 6 hours 11 minutes and 40¾ seconds.

Nazzaro of Italy, who did so well for his country in last year race for the Bennett cup, when he finished second to the great Thery, overshadowed his more-famous compatriot, Tuesday, by finishing in third place with his 135 horsepower Fiat in 6 hours 26 minutes 5¾ seconds. Elliot F. Shepard of New York City, was fourth, with a 125 horsepower Hotchkiss, as a representative of France, in 6 hours 30 minutes. He was next to the last to be sent away. His fastest circuit of the course was the fourth, which he made in 57 minutes 45¾ seconds.

The summary of the first day is as follows:

Car.	Driver.	Time H.M.S.
1. Renault,	Szisz	5:45:30
2. Clement-Bayard,	A. Clement	6:11:40
3. Fiat,	Nazarro	6:26:53

* ROUND 1 STATS

HOTCHKISS - FRENCH COMPANY STARTED BY AMERICAN BENJAMIN HOTCHKISS.

→ ZISZ - HUNGARIAN / ELIOTT SHEPARD → AMERICAN DRIVER
 → REMOVABLE RIMS

VANDERBILT CUP CONTEST

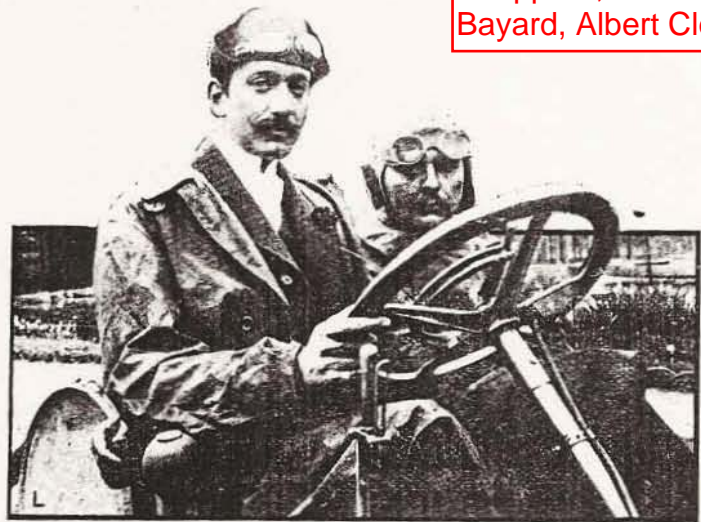
BETTING ODDS

THE TWO AMERICANS WHO REPRESENTED FRANCE

Panhard, Darracq, Nazzaro, Brasier, De Dietrich, Teste, Elliot Sheppard, Clement-Bayard, Albert Clement.



GEORGE HEATH.



ELLIOT F. SHEPARD.

4. Hotchkiss, Shepard	6:30:45
5. Brasier, Barillier	6:31:48
6. Renault, Richez	6:35:47
7. Panhard, Heath	6:48:12
8. Panhard, Teste	7:01:53
9. Fiat, Lancia	7:12:00
10. Darracq, Hemery	7:26:13
11. Gobron, Rigolly	7:36:08
12. Mercedes, Marlaux	7:39:31
13. Brasier, Barras	7:41:43
14. De Dietrich, Duray	7:58:46
15. Brasier, Pierry	7:59:05
16. Mercedes, Jenatzy	7:07:20
17. De Dietrich, Rougier	8:16:35

SZISZ DOMINATE

was second in 1:03:02; Nazzaro, third, in 1:02:36; Barillier, fourth, in 1:13:48; Heath, fifth, in 1:11:55, and Richez sixth in 1:29:00. From then on Szisz was never headed and when he passed the grandstands on the fifth lap, every one knew that barring unforeseen accidents he must finish first. He was looked for with intense eagerness and when at last he appeared above the hill summit in the distance a great roar burst from the multitude. The band played Marseilles as Szisz flashed over the finish line but no one heard it. His arrival at the tribune after bringing his car to a stop was met with renewed cheers and, of course, the French dignitaries made a few speeches about Szisz's upholding the glory of French manufacturers and some other rot. Szisz covered the final laps in 6 hours 28 minutes 36½ seconds, making his total elapsed time for the 1,200 metres 12 hours 14 minutes and 7 seconds. Szisz was fifth in last year's Vanderbilt cup race, and as he qualifies for the French team will be regarded a factor in this year's contest.

The real interest, however, was in the fight for second place between Nazzaro, the gentlemanly Italian, and Albert Clément, the pudgy young Frenchman. On the last lap both Nazzaro and Clément stopped a few minutes at the grandstand to make a few repairs and they got under way for the last circuit at about the same time. Clément had held second place in the tenth round when the olive-skinned Italian passed him, but some minor trouble slowed Nazzaro and Clément regained second place. However, Nazzaro kept at his task and finished the race just three minutes ahead of Clément, in 12 hours 46 minutes 26½ seconds, total time. Clément's total time was 12:46:26½. Barillier was fourth in 13:53, while tire troubles prevented the daring

Lancia from getting better than fifth.

Elliot F. Shepard, driving the only Hotchkiss car left in the race, took one of the turns in the second lap too fast and his car turned turtle. He was not injured, however. Teste met with a frightful accident on the second lap soon after turning at La Fourche. One of the front wheels flew off his car, and in an instant the axle dug into the ground and both men plunged into the air. Teste broke his thigh, fractured several ribs and injured his wrist. He is reported in a precarious condition. It was not learned whether or not his mecanicien was injured. Nearly all the drivers suffered more or less from the two days' strain of the terrific pace and several had their eyes fearfully burned by the tar dust. The showing of the Darracq cars was disappointing to the Frenchmen and Hemery met with an accident on the first lap, and was forced to withdraw. Jenatzy was unable to start on account of his burned eyes, and Alexander Burton took his place, finishing tenth. Rigoly abandoned the contest in the eighth lap, and Richez overturned in the ninth, but escaped uninjured. Rougier did not finish. Here is how the eleven of the thirty-two starters finished and their total time:

SHEPHERD WRECK

TESTE WRECK

Order.	Car and Driver.	Time H.M.S.
1.	Renault, Szisz	12:14:07
2.	Fiat, Nazzaro	12:45:25
3.	Clément-Bayard, Clément	12:49:46
4.	Brasier, Barillier	13:53:00
5.	Fiat, Lancia	14:22:11
6.	Panhard, Heath	14:47:45
7.	Brasier, Baras	15:15:50
8.	De Dietrich, Duray	15:26:01
9.	Brasier, Pierry	16:15:07
10.	Mercedes, Burton	16:18:42
11.	Mercedes, Marlaux	16:38:51

By virtue of his having led at the end of the first day's racing, Francois Szisz, in his 105 horsepower Renault, was started first in the final 600 kilometres, on Wednesday, 27th inst., leaving a few minutes after six o'clock. One of the rules of the contest was that the cars, after having been locked up for the night, were not allowed to be touched until the starting time the next morning, the time counting from the instant they breasted the line. For that reason there was considerable animation at the start. Szisz astonished the crowd by his alacrity in the preliminary preparations. He changed two tires, replenished his tanks with water, gasoline and oil, adjusted his lubricator and tightened half a dozen nuts all within ten minutes. Lancia's excitement at the start was amusing for all but his mecanicien. In his haste to get away he stalled his engine and when his helper started it again Lancia did not give him time to get on. The man rode for miles clinging to the bonnet and was transferred to his proper place at the next repair station. LANCIA RIDING MECHANIC

Szisz led on the first round, covering the 63 miles in 1 hour 2 minutes 43 seconds. At the end of the first lap Albert Clément