

# NAZZARO DRIVES AT RECORD PACE IN FLORIO

PARIS, Sept. 7—Special cablegram—Nazzaro has come into his own again, the Italian crack in his farewell appearance in a racing car, having won the Florio cup race run at Bologna yesterday. Coupled with his victory was the shattering of a record, Nazzaro and his Fiat having covered the 327.6 miles in 4 hours 25 minutes 21 seconds, which is equal to an average of 74.271 miles an hour. Seventeen cars started in this race, but only six finished, the order of tape being:

Car and driver	Time
1—Fiat, Nazzaro.....	4:25:21
2—De Dietrich, Trucco.....	4:34:07
3—Itala, Cagno.....	4:56:12
4—Mors, Demogeot.....	4:57:11
5—Fiat, Lancla.....	5:08:51
6—Clement, Garcet.....	5:22:07

From this table it will be seen that the race was a great victory for Italy, for of the seventeen cars six only were of Italian manufacture and eleven of French, giving Italy 50 per cent of its cars finishing and France only 27 per cent. The race was most interesting and while there were many mishaps no one was seriously injured. Following his victory, Nazzaro announced that it was his last race.

The rules for the Coppa Florio were practically the same as those necessary for the 1908 grand prix. Bore only was taken into consideration as far as engine size is concerned. For a single cylinder this was limited to 310 mm. bore, for a two-cylinder engine 219 mm., for a three-cylinder 179 mm., and for a four-cylinder 155 mm. Six-cylinder engines had to be within 127 mm. bore, and the limit for eight-cylinders was 110 mm. As to weight, racing cars had to weigh not less than 1,100 kilogrammes, and it was stipulated that a rear drive had to be employed and that the exhaust was to be taken in a pipe to the back of the car, well above the ground. Detachable rims were permitted, but the use of oxygen cylinders, acetylene, or any other such assistance was barred. Two persons seated side by side had to occupy the car during the race, and these had to weigh 120 kilogrammes or over.

Eight prizes of value were distributed in the Florio. The first was a cup presented by the king of Italy, and which was given to the designer of the winning car; the second prize was the challenge trophy, the Florio cup, given by Cavalier Vincenzo Florio. In 1905 the Florio was won by the Itala, and in 1907 by the Isotta-Fraschini.

## Quakers Expect a Permit

Philadelphia, Pa., Sept. 5—On Thursday next, after having been taken over the course the previous day, the commissioners of Fairmount park will decide definitely whether or not to permit the running of the proposed 200-mile stock car race over the broad, winding roads of the Quaker City's popular pleasure grounds as a part of the founders' week program. If the desired permission is granted—and those

## Italian Wins Cup at Bologna and Averages 74 Miles an Hour—Other Racing News of General Interest

on the inside claim to know that it will be—the contest committee of the Quaker City Motor Club, which is booming the affair, will have a full month in which to complete preparations, for it is its present intention to run the race on Saturday, October 10, between the hours of 6 and 10 a. m. Meanwhile so confident are all hands of a favorable answer from the park commissioners that much of the preliminary work has been blocked out ready for the proper sub-committees to take hold as soon as the word is given. The contest committee has already decided to limit the number of entries to fifteen—first come, first served. To insure a representative field, however, entries of low-powered runabouts will not be accepted. A minimum bore-and-stroke limit, to be announced as soon as the park commission decides favorably, has been decided upon as the best method of insuring a close contest.

The contest committee also has been busy securing entries. Already favorable responses have been received from the Lozier, Studebaker, Locomobile, Apperson and Stearns agents, while Chadwick, Benz, Pennsylvania, Knox, Stoddard-Dayton and several other entries only await the favorable decision of the commission. The fact



**New York Test**—Combined road test and pleasure run of New York Automobile Trade Association, September 16-17.

**Southwestern Reliability**—Eight-day reliability run of Automobile Club of Kansas City, September 19-26.

**Austria's Big Climb**—Automobile Club of Austria's annual Semmering hill-climb, September 20.

**Massachusetts Test**—Bay State Automobile Association's 24-hour endurance run, September 23-24.

**Four-Inch Race**—"Four-inch race" for Tourists' trophy, on Isle of Man, September 24.

**Voiturette Race**—Voiturette contest promoted by French L'Auto, September 27.

**Thousand-Mile Reliability**—Chicago Motor Club's 1,000-mile reliability run, postponed from June, October 6-9.

**Vanderbilt Trial**—Eliminating trial to select American team for Vanderbilt cup race, October 10.

**Road Congress**—First international road congress and exhibition in Paris, October 11.

**Cleveland Reliability**—Three-day reliability run of Cleveland Automobile Club, October 14-16.

**Vanderbilt Cup Race**—Vanderbilt cup race on Long Island motor parkway, October 24.

**Springfield Hill Climb**—Hill-climb of Springfield Automobile Club on Wilbraham hill, at Springfield, Mass., November 7.

**Light Car Race**—Automobile Club of America's light car race at Savannah, Ga., November 25.

**Grand Prize Race**—Automobile Club of America's grand prize race at Savannah, Ga., November 26.

**Paris Salon**—Annual French motor car show, November 28-December 18.

that the eliminating trial for the Vanderbilt cup is scheduled for Saturday, October 10, may cause the advancement of the local date to Thursday; but it has been pointed out that as no entries of possible Vanderbilt candidates could be hoped for, it would be inadvisable to upset the plans of the founders' day committee, which has set aside Saturday as athletic day, and sports of all sorts would naturally be scheduled for that day.

## England's Red Letter Event

London, Sept. 4—The sole racing event promoted this year by the R. A. C. is to take place on September 24, the Isle of Man being, as usual, the scene of operations. The 38-mile course originally used for the Gordon Bennett eliminating trials has been reverted to, in place of the shorter lap used in the previous T. T. races. Instead of the fuel limitation which has been the feature of these events, the cylinder bore is restricted this year, the maximum for a four-cylinder engine being 4 inches. Forty entries have been received, of which twenty-two are British and eighteen foreign, no American car figuring in the latter section. Dealing with the cars themselves some extraordinary statements have been published, both with respect to the power of the engines and the speed attained in practice. The Humber company credibly states that its engine has developed over 70 brake horsepower on test. This engine has stroke of 6 inches compared with a 4½-inch stroke of the Calthorpe and the 6½-inch of the Arrol-Johnston. In an event at last Brooklands meeting the Hutton car, which is entered for the coming race, was certified to average 83 miles an hour, and this fact lends some credence to the belief that the race will be extremely fast. Practicing has not yet commenced, owing to the crowded state of the island at present.

## Mile Mark for Fiat

Minneapolis, Minn., Sept. 5—Ralph de Palma, driving a 90-horse power Fiat, clipped a second off the Christie's world record of :52 for a circular track, and negotiated the course of the Minnesota state fair grounds in the most sensational speed trial ever seen here. De Palma followed Christie in his try at the record, and he won the audience of 30,000 by his wonderful driving and skillful negotiation of the track. Christie himself had hit a mark of :52½ in his attempt.

Christie and de Palma were the stars of the Minnesota state fair's annual motor car day. Christie, driving his 120-horsepower front drive car, made the first attempt. His first mark was :52½. Following de Palma's record breaking mile Christie made another effort at the record and covered the course in :52¼. Following the speed trials de Palma and Christie ran a match race of 3 miles in three heats. De Palma took the first two heats and the race, his time being 3:04 and 3:01¼.