

NAZZARO WINS FRENCH GRAND PRIX WITH EASE

FIAT CAR HAS SEVEN MINUTES'
MARGIN IN BIG RACE.

AMERICANS FINISH IN RUCK

DIEPPE, France, July 2.—Nazzaro, the Italian champion, to-day won the automobile Grand Prix, covering about 471 miles in 6 hours 46 minutes 33 seconds. The race was run over a heavy track in the presence of a vast concourse, with thirty-eight participants, chiefly French. Christie, the only American participant, driving an American machine, had trouble early in the race, and did not figure among the leaders. Szisz was second in 6 hours 55 minutes 10 seconds, and Lancia was third. The race was marked by no serious accidents.

Only nine of the contestants finished. Shepard doggedly persevered to the end, finishing last in 7 hours 33 minutes 35 seconds. The English, Belgian and German racers made almost as poor a showing as Christie.

Fifty thousand persons massed in and around the tribune saw the machines bolt forward on their dizzy journey, while 150,000 others were concentrated in other villages along the route to view the race.

Christie was Confident.

Christie, one of the American competitors, talked confidently before the race. He said he was sure he would be able to control his machine, and he declared that if his gasoline held out he would show Europe a clean pair of heels.

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tors, talked confidently before the race.
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The signal to start was given by six
small saluting cannons mounted opposite
the Tribune. With the sound of the
first report Lancia, in a Fiat car, shot
by the stand, the first away. The other
competitors followed at minute inter-
vals. Duray, in a Torrance de Deltrich,
was fourth; Szisz, driving for the Re-
naults, was ninth; W. C. Christie, in his
American machine, was twelfth; Nazzaro,
in another Fiat, was eighteenth; Heath,
another American, driving a Panhard,
was twenty-fifth, and Elliot F. Shepard,
also an American, was the thirty-second
man to get away.

Lancia set a high pace in the first
round, but Duray, nevertheless, soon
overhauled him. Wagner, however, passed
both before the first round was completed.
He eventually completed the first round
of about forty-seven miles in thirty-nine
minutes and fifty-three seconds, and
steadily maintained his place in the front,
leading Duray by one minute and twenty
seconds at the end of the first round. By
this time accidents had already begun.

Eight Contestants in Trouble.

Eight contestants were soon reported as
having been crippled and having dropped
out of the race. Christie was having more
trouble and was considered as being
ignominiously beaten, but he was brave,
trying to patch his machine for another
start. Duray, one of the favorites in the
race, also had his measure of bad luck.
While reprovisioning he overtipped his
receptacle and lost quite a quantity of the
precious petrol.

Duray's machine broke a gearing in the
eighth round, leaving Nazzaro in the lead
by four minutes, with Szisz second, four
minutes ahead of Lancia. The crowds
groaned in sympathy as they saw Duray
trudging back on foot, but they gave
him a cheer as he passed, and the hopes
of France were then transferred to
Szisz, who was a good second. On enter-
ing the last lap Nazzaro looked to be an
easy winner, barring the exhaustion of the
petrol. Szisz was seven minutes behind
Nazzaro, with Lancia third, ten minutes
behind Szisz.

Records of Leaders.

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BIG SURPRISE

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Records of Leaders.

Felice Nazzaro, the winner of the race,
is an Italian. He finished third in the
international automobile cup race in
France, July 5, 1905, and competed in the
Vanderbilt cup races of October 14, 1905,
and October 6, 1906, failing to finish on
both occasions. He won the Florio cup
at Palermo, April 14, of the present year,
and June 14 last he won the German
Emperor's cup over the Taunus cir-
cuit.

Francois Szisz, who took second place,
was born in France. He drove a Re-
nault car, and did not finish in the Van-
derbilt cup contest of October 14, 1905.
On June 27, 1906, Szisz won the Grand
Prix, for which he was congratulated by
Minister of Public Works Barthou.

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