

## GERMAN RACE TO THE WINNER.

## JENATZY, A BELGIAN, DRIVES THE CAR IN CUP RACE.

Baron de Knyff of France the first to finish—Americans have had luck and are out of it—Jenatzy, Englishman, and Driver Har—Keene's Machine Disabled.

Special Cable Dispatch to THE SUN.

BALLYSHANNON, June 2.—The four nations which are the pioneers in self-propelled locomotion have had their Irish Derby, and it has resulted in confirming the judgment of the Mercedes motor people that their sixty horse power cars, driven capably, are as good as anything on the road for the peculiar course over which the race was run. Anybody seeing the steadiest with which the brilliant Belgian engineer Jenatzy took the curves or shot along the straight would have been inclined to place him as a sure winner over the other contestants. His machine was imperative and a car's responsiveness and reliability the highest desideratum.

Similarly it was obvious that the American cars were not suited for the work they undertook. Gabriel, the Frenchman, was not well suited with his torpedo-like Mors car, which developed early a disastrous habit of giving false explosions from the exhaust pipe, which again and again cost him many precious minutes. The struggle was thus reduced to the Mercedes and Panhard cars, and a great race they gave.

A remarkable feature of the result is that while a car made in Germany takes the championship, there was not a German riding in the race. The only American who came some time ago when the Mercedes company wished to nominate as drivers of its three cars, which were the only German candidates, three of its workmen.

The British Automobile Club objected to this and insisted that drivers must be eligible for membership in the German Automobile Club. The result was that M. Jenatzy, a Belgian master engineer; Baron de Caters, a Belgian amateur; and Foxhall Keene, the well-known American sportsman, were selected. The French and English teams comprised experienced racers but the Americans, Winton, Owen and Moore, were practically novices at prolonged road work.

The start went off smoothly but for Winton's difficulty and the nervousness of Stocks and Moore, who each lost somewhat at the start through unpreparedness. The first indication of the final result came at the end of forty-five miles, when Jenatzy came chasing down the straight from Athy only a few yards behind Owen. The Mercedes man's champions cheered him from the grand stand spanning the road here, and in a moment, while going sixty-two miles an hour, his left hand rose to salute and the other to the steering wheel. The American car, which was a projectile past Owen into the second circuit.

Credit for the success of the race as a spectacle was due to the general public, which was most willing to conform to the regulations. The only accidents were due to the drivers themselves. The fact that Jenatzy's three journeys over the smaller circuit came within three minutes of each other is evidence of the mastery of the course that cool, determined driver was able to achieve.

The expectation that the narrowness of the roads would prevent a gaining driver from passing his leader proved wrong, as all three of the first finishers managed to pass Edgewood while going at racing pace. The American car did not suffer by collision, though at times they bounced about the road like rubber balls.

Rain began to fall just after Jenatzy finished, and a fresh wind gave a good course for the final runners. The Michelin tires on the Mercedes cars obviously worked better than the Dunlop tires on the Napier machines. The Panhards had nothing to complain of on this score.

Of the dozen starters Jenatzy started fourth as the final candidate of the team representing Germany, which was the last of the four countries to challenge. Next year the championship must be decided on German roads.

The French did well collectively; as all three of them finished. Jenatzy was alone among the German representatives to finish, as Edgewood was alone among the English starters to cover the entire course.

Barring deductions to be made for time consumed in passing through the several control areas, M. Jenatzy won the automobile race for the International Cup to-day. Jenatzy finished at 5:37 in the afternoon.

René de Knyff, of the French team, finished first at 5:35 in the afternoon, but the four minutes to Jenatzy on the original starting arrangements, the Belgian having started fourth, two places behind De Knyff. There was an interval of seven minutes between each of the first three cars, including the delays in the control areas, was approximately ten hours and eight minutes. De Knyff's time was slightly over ten hours and eighteen minutes.

Henri Farman of the French team, who started sixth, made a determined finish and will run De Knyff close for second place.

The race began at 7 o'clock this morning. It was the fourth contest for the cup, it being won by S. F. Edge, in France, last year. Four nations were represented, each entering a team of three men. To the team was allotted a distinctive color and all the cars of each team were painted accordingly. The men, the cars and the colors were:

American (red)—Alexander Winton, Winton car; Percy Owen, Winton car; Louis P. Moore, Peerless car.  
English (green)—S. F. Edge, Napier car; Charles Jarrold, Napier car; and J. W. Stocks, Napier car.  
French (blue)—René de Knyff, Zanhard car; Henri Farman, Panhard car; and M. Gabriel, Mors car.  
German (white)—Baron de Caters, Mercedes car; Foxhall Keene, Mercedes car; and Jenatzy, Mercedes car.

At 4 o'clock the race was between De Knyff, Jenatzy and Gabriel, with the color favor of Jenatzy. Jenatzy's indomitable nerve had been one of the features of the race. His time on the first, third and fifth circuits, each of forty-five miles, did not vary more than two minutes.

The veteran of the contestants, De Knyff, was driving at a magnificent pace. Gabriel began badly, but afterward did splendid work.

Edgewood completed the fifth circuit at 3:34. His time was half an hour worse than Gabriel's.

The only other candidates left were Do Caters and Farman, who were reported to be keeping up a dashing pace, and Winton and Owen, who had had trouble with their machines. Owen entered the third circuit at 3:44 and Winton at 3:55. The latter's car seemed to bump a good deal.

A cool breeze and a gray sky made the early conditions for the race very favorable, although the dust was rather trying.

The French team, led by the Belgian, came from the southwest, followed by thunder from the west. A heavy shower began to fall at 12:50, rendering the track greasy and dangerous.

The faces of the drivers as they sped along from Athy.

erratic course. This was the first mishap to a Mercedes car during the race.

Charles Jarrold, the English popular favorite, was thrown from his car near Stradally and his collarbone was broken. His driver, Bissell, had his leg smashed and sustained severe internal injuries. The steering gear of the machine broke while the car was descending a hill, and the driver broke in two. Jarrold was able to get his car under the wreck.

Baron de Caters, one of the German racers, did a very sportmanlike thing after the accident to Jarrold, whom he was following. He pulled up his car at the grand stand in order to inform them that the mishap was not a serious one. He lost several seconds by doing this. He was loudly cheered by the spectators.

Jarrold, on quitting the contest, asked the newspaper men to minimize the extent of his injuries, saying that he did not wish to spoil the enjoyment of the spectators by letting them know he had been hurt.

Stocks, an English rider, took the wrong course and rushed into a wire fence. He was not injured, but his car was damaged and he was compelled to retire.

The American team, broke down early in the race near Marlboro.

The Americans seemed to have had luck from the start. Winton was unable to start the competing half mile trial owing to his machine. He got his carburetor set right and started at 8:50.

Winton reached the Athy control at 9:34. He lost thirty-five minutes because of dirt in the gasoline clogging the inlet of the carburetor.

In addition to the mishap to Winton at the start, which he secured a heavy handicap, Keene and Farman both had to dismount to rectify their engines, and each lost a few minutes. It is learned that Winton had trouble with his machine two days ago.

At the end of the first round the Belgian Jenatzy, riding a Mercedes car for Germany, appeared to be making the best time.

The second round was won by Gabriel, who was on the second round, owing to a report that he had met with a mishap.

At 10 o'clock the race was going at full speed with all the contestants holding their own in remarkable style except the Americans, who had had very bad luck.

Just before the start at 7 o'clock Winton's carburetor was working and it took twenty minutes to rectify the trouble. This time Winton loses. He changed places with Owen and started eleventh instead of third.

Owen himself was overtaken at lightning speed by the Belgian professional Jenatzy.

Edgewood of the English team, last year's winner of the cup, finished the first round just about 10 o'clock and seemed to be holding his own.

At 12:30 Chevalier de Knyff, on a French Panhard car, shot past the post, entering the third loop and leading in the race. He had covered 150 miles and had passed Edgewood, who was the only English candidate left in the race. It had now become a Franco-German struggle.

The speed of the racers on the flying mile at Ballyshannon on the third round showed that Edgewood and Jenatzy were going at the rate of sixty-four miles an hour. Edgewood had then lost over half an hour, as compared with Jenatzy's time of twenty minutes.

The racers were well on the fourth circuit shortly after noon. At that time none of the American racers had completed the third round.

On the first round Foxhall Keene had the best gross time—1:23. After that Jenatzy did each round faster than any of the other racers.

Keene rushed through on entering the fourth circuit at 12:54. At that hour he had been riding 4:37 elapsed time from the start. He started an hour and twenty minutes behind Edgewood.

On the fourth circuit Knyff passed Ballyshannon at 11:26 and Edgewood at 11:55. Edgewood was due to the bursting of his tire. He was compelled to stop and change.

When Owen took Winton's place as the third starter there was a sufficient number of Americans present to give him a hearty cheer.

The highest speeds made over the measured mile at Ballyshannon were: Edge, 64; Baron de Caters, 66; and Jenatzy, 64 miles an hour.

Edgewood de Knyff completed the fourth circuit at 1:05 P. M., and was driving in a determined fashion. At the end of the third circuit Jenatzy had led by two minutes. He was then overtaken by Edgewood, who looked like the winner. Gabriel at that time was third and was improving his position.

As Gabriel, Moore or Winton had then completed the second round they were virtually out of the race, and Owen had not yet finished the third round, which left him a very poor chance.

Do Knyff and Jenatzy were very close at the end of the fifth circuit. De Knyff made the circuit in 1:18:40 and Jenatzy in 1:21:10.

Jenatzy finished the sixth circuit in 1:31:32. De Knyff finished at 1:33:20.

There was a brilliant assemblage in the stands here and along the course, which was strongly guarded by the Royal Irish Constabulary.

Earl Dudley, the Lord Lieutenant of Ireland, arrived at Ballyshannon at noon. He was received by the band playing the national anthem, which was sung by the people. The band then played the national air of the four countries competing.

The course over which the race was run is in outline two irregular triangles set against each other at an acute angle.

The race went four times over the larger loop of the S and three times over the smaller loop, covering the base line between them seven times. The total distance was 100 miles.

The time which the winner, Jenatzy, took to cover the course in the short circuit time, and this will be figured by deducting from the total time of each car the time taken to cover the distance between the controls are established and a reduced rate of speed is imposed. The cars started one at a time from Ballyshannon. The first car to start was De Knyff.

The distance around the eastern triangle is forty-seven miles and around the western, fifty-five.

The officials' net times of the racers have not been issued, as the returns from the controls are incomplete. The gross times of the first four are officially given as follows:

Jenatzy.....10 15 15  
De Knyff.....10 15 15  
Edgewood.....10 15 15  
Gabriel.....10 15 15

It is reliably stated that Jenatzy's time, after the control deductions, will be 6 hours 30 minutes, allowing an average speed of 62½ miles an hour.

Gabriel's average of 65 miles in the Paris-Bordeaux race. The delay in issuing the figures does not affect the result. Jenatzy won the cup. It is practically certain that De Knyff is second.

Jenatzy's name has long been a familiar one in French automobile annals. He is a Frenchman, and has represented France in this contest, having been selected almost at the last minute by M. Jellinec, of the Daimler Company to form one of the German team.

The race was run on the road from Athy to Lyons. The distance was 100 miles.

René de Knyff, the second man, who will get a special prize offered by a member of the English Automobile Club, is premier among French automobilists. He won 15 first big triumph in 1899, when he won the Paris-Bordeaux race, and followed it by annexing the "Tour de France" the following year. Temporarily eclipsed by Fournier, winner of the 1901 Paris-Bordeaux race, he came to the front again last year, when he almost won the Bennett Cup for France. De Knyff drove a specially built Panhard car.

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James Gordon Bennett presented the cup to the Automobile Club of France, with the condition that it was to be a perpetual challenge trophy for the best driver of all nations having automobile clubs recognized by the Automobile Club of France.

In the first race France had it all her own way. The race was run on the road from Athy to Lyons. The distance was 100 miles.

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9 hours and 6 minutes, with a Panhard, his speed averaging 58.45 miles an hour.

Girardot was second, and was the only other competitor to finish. Winton (American), Jenatzy (Belgian) and De Knyff (Belgian) all had accidents and had to quit.

In 1901 the race was run in conjunction with the Paris-Bordeaux event on May 29, and again it was practically a failure from the standpoint of furnishing good competition and a spectacle for the French.

Englishmen entered for the race put in an appearance. That one was S. F. Edge, but he was unable to get to Paris with his English car, and having the French ones from home he put on French tires. That barred him from the race. The Germans were unable to get German-made bodies fitted to their cars in time for the race, so it was started with three Frenchmen in it—Charron, in a twenty-four horse-power Panhard; Levegh, in a Mors, and Girardot, in a Napier. Charron and Levegh got down and Girardot finished alone in a crippled condition. He made the 32½ miles in the net time of 8 hours 50 minutes 50 seconds, or at about the rate of thirty-seven miles an hour.

Last year the race was run in connection with the Paris-Vienne event, the cup race finishing at Innsbruck, a distance of about 379 miles. S. F. Edge, of England, was the only competitor not of France. The other contestants were Girardot, Fournier and De Knyff. Fournier and Girardot broke down before the start, owing to the fact that they had only a thirty-horse-power Napier, while De Knyff's Panhard was twice as powerful.

The English machine proved the more reliable, however, for De Knyff's car broke down near the finish, when he was far ahead in the race that he seemed a sure winner, and Edge finished the race alone and won the trophy.

First "AMERICAN HENLEY" Not a Decided Success—Argonauts of Toronto Win Stewards' Cup.

PHILADELPHIA, July 2.—The first effort of the newly organized American Rowing Association to establish an "American Henley" on the Schuylkill River to-day was not a decided success. The regatta failed to attract the interest of the people and the oarsmen, while the work of the officials in keeping time was very erratic. One or two of the events were decided by a fluke, while a majority resulted in easy victories, with small fields.

The most interest in the regatta was attached to the race of the eight-oared shells for the Stewards' Cup. This resulted in an easy victory for the Argonauts of Philadelphia, who only college crew they met was the Yale freshman, whom they defeated by about six lengths. The University of Pennsylvania had an eight in the race made up of freshmen and others. This crew finished third, less than half a length behind Yale.

The fourth crew, and one that was out-rowed, was the Union of Boston. This crew is composed of four Harvard and two Yale men, and it was intended to give Henley next year if it had won to-day.

In the single-oared shell race for the Farragut Cup, the Argonauts of Philadelphia won a victory in a very bad way. He was rowing against the Argonauts of Philadelphia, who were the favorites. The race was a close one, but the Argonauts won by a narrow margin.

At about the half-mile mark he was a couple of lengths behind the Argonauts, but he was able to catch up and win the race.

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## COLUMBIA SAILOR BROWNED.

## SWEEP OVERBOARD BY HUGE WAVE IN YACHT RACE.

Reliance Pounds a Dent Five Feet Long Under Bow and Constitution Breaks Gaff—New Boat Only One to Get Over the Course—Takes Lead on First Leg.

NEWPORT, July 2.—A chapter of accidents marred the race of the 100-footers sailed off this port to-day. A sailor was lost overboard from the Columbia, the Constitution broke her gaff, and the Reliance, although she managed to get around the course, pounded so in the heavy sea that there is now a dent five feet long and a foot and a half wide in the port bow, and several gulls are at once to have the damage repaired.

The loss of a sailor from the Columbia has depressed the yachtsmen, and Mr. Morgan says the Columbia will not start again until the cruise begins two weeks from to-day. There was half a gale of wind blowing from the southwest by south. A rough sea made the yachts pitch and dive as they never had before, and although they started out of the harbor with small club topsails set, these were quickly lowered, and the start for the first mark was made under mainsail, jib and fore staysail on each boat.

The Columbia was nearing the first mark of the course when the sailor was lost. She was a little astern of the Reliance and nearly finished the ten-mile beat to windward. Preparations were being made for the reach to the second mark. The gaff topsail had been set and then men went out on the bowsprit to send up a jib topsail ready to be broken out as soon as the mark was passed. Four men went out on the port side of the bowsprit, hauling the big piece of canvas, which was in store, with them.

Carl B. Olsen was the second man on the bowsprit and was considered an expert. Suddenly the yacht took a dive and stuck her bowsprit well under one of the big waves rushing in from the southwest. A pile of water fell on the bow of the yacht, and for a moment she staggered under its weight. Then, shaking herself, she rose out of the wave and rushed on toward the mark. The first man on the bowsprit had held on safely, but Olsen had been washed off. The third and fourth men were carried inboard and thrown on the deck by the force of the wave.

"Man overboard!" was the cry, and Mr. Morgan, who was at the wheel, shot the yacht into the wind. Life buoys were thrown out, and the quick action of the crew saved the sailor. The yacht was then able to continue on her course.

The Reliance was the first to get around the mark. She was followed by the Constitution, and then the Columbia. The Reliance was the first to get around the mark.

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