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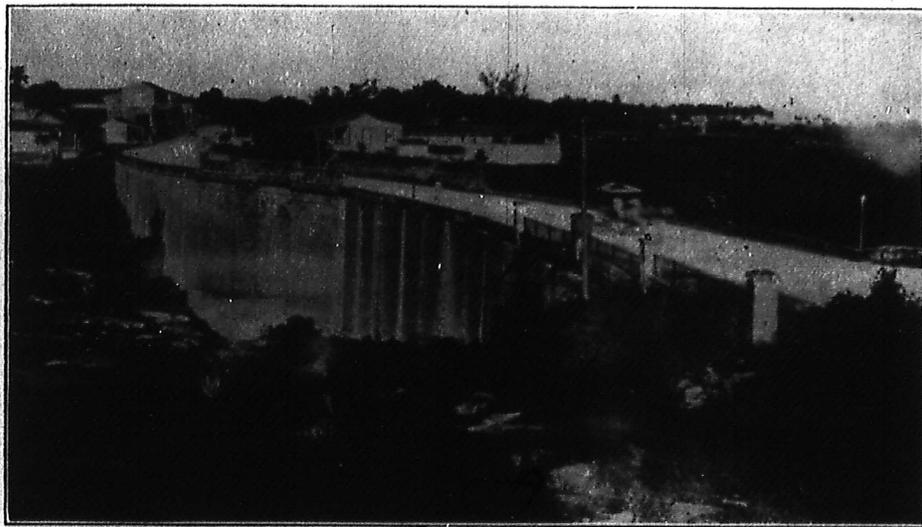
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OLD SPANISH BRIDGE NEAR HAVANA

## International Automobile Race for the Cuba Cup

Under skies of opal, on a track glistening like spangled porphyry, amid scenery clothed in the glow and glory of an eternal spring, the international automobile race for the Cuba Cup was run at Havana on February 11. It seemed as if the youth and beauty and age and honor of Cuba were assembled, filling the colossal grand stands to overflowing. Tens of thousands thronged the shining highway and clustered beneath the towering palms and foliage-embowered plantain and mahogany trees that skirted the high road from Havana to Artemisa and on to San Cristobal, a distance of fifty-four miles. There were four very sharp turns on the road, besides sudden and tortuous curves, and, while the condition of the surface of the road was all that could be desired, the disturbing angles and curves were of the most harassing kind and not in any sense suited to high-speed motoring. As a result, of the four splendid cars that started in the hands of the most accomplished drivers in the world, only one finished. The others met with disaster, and the general

effect was of a dispiriting kind, so much so that the races intended for next day were postponed by the committee till next year.

The complete race embraced four laps of the tortuous road, making 217.79 miles in all, and the arrangements were of the most complete kind. Five hundred men had been working on the road for more than a month, at a cost to the government of \$30,000. Havana had appropriated \$7,000 and the Automobile Association of America had subscribed over \$14,000 to the expenses of the tournament and the entertainment of the guests.

There were four competitors started for the Cuba Cup. Bernin, in a 90 H. P. Renault, owned by W. Gould Brockaw, was the first to get away, starting at exactly 10 o'clock. He was followed by Lancia in a 110 H. P. Fiat, entered by Enrique Conill, who won the cup last year. Cedrino, driving Gustav Roek's 110 H. P. Fiat, was the third to start, and Demogeot, driving an 80 H. P. Darracq, came

last. There were intervals of three minutes between the starting of each machine, and Demogeot lost five minutes at the start, having trouble with his clutches.

The start was made at about a mile from the grand stands at Camp Columbia, and as each car passed the stands the cheering was deafening, President Palma and a great gathering of State officials cheering with the rest. Cedrino came to grief at the double curve near Artemisa, about forty miles from the starting point. He struck a tree and the

first lap was concluded. On the second lap of the course Demogeot was the only contestant remaining. He continued at a high speed and finished in 3 hours 38 minutes 18 seconds. Everybody was of opinion that Lancia would win. He was going about seventy-five miles an hour when he lost control at a curve. Demogeot's time averages within a fraction of a mile a minute. The winning machine is owned by Luis Marx, a Cuban, and is the same which was driven by Hemery, winning the great road races last year, the Ardennes Circuit in France and the



CUBAN VILLAGE WITH BAD TURN ON ROAD

car turned turtle. The machinist, Capra, and Cedrino were both seriously injured and taken to the Guanajay Hospital. Lancia, the Italian chauffeur, was going at a terrific speed beyond Artemisa, and when crossing the railroad track the machinist was thrown out of the car, which put Lancia and his car out of the race. Bernin was the first to reach San Cristobal, in 51½ minutes, Demogeot taking 54 minutes and 26 seconds. On the return run Bernin had the misfortune to lose time through the puncture of a tire and was practically out of the race before the

Vanderbilt Cup race in Long Island. In addition to the tortuous curves there was a constant surging of the excited crowds that made the driving of a car exceedingly hazardous, and Demogeot has at once stamped himself as a careful and masterly chauffeur.

Attempts are making to have Senator W. J. Morgan superintend a series of races in April under the control of the Jacksonville Automobile and Motor Boat Club. Florida weather will be about right then.