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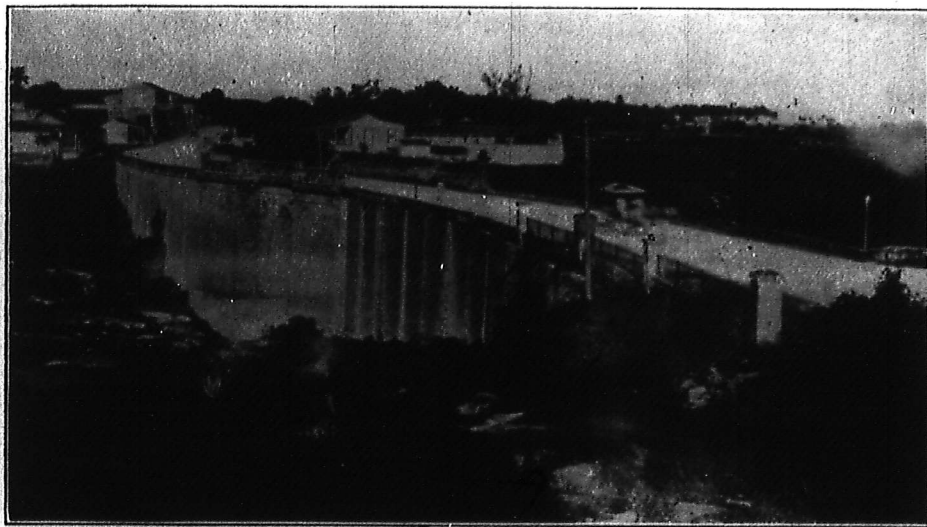
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OLD SPANISH BRIDGE NEAR HAVANA

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

