



STEWART GARBUTT CAR

[Official representative of the Auto club of Los Angeles at Del Monte meet]

There is much interest at present in the coming Del Monte meet of the Automobile club of California, whose headquarters are in San Francisco. The races are free for all and automobilists throughout the state are preparing to contest. The entry list, which closes today, indicates that the attendance will be by far the largest that has graced any meet held in the state. The Southern Pacific company has arranged for special freight rates for carrying automobiles between Los Angeles and Del Monte and quite a contingent of local autoists will make the trip.

More than \$3,000 has been expended in putting the Del Monte track into condition. A temporary garage has been constructed on the track enclosure, and in addition a watchman will be provided to take charge of all cars without expense to the owners.

Frank A. Garbutt, whose Los Angeles-made car has attracted attention all over the coast, will go as the official representative of the Automobile club of Southern California in the inter-club race which will be run Aug. 27, the second day of the meet. Interest in this contest will be keen. Every club of importance in the state will have a representative and the winner necessarily must beat a keen field. The trophy, a magnificent cup, will become the property of the club whose representative wins the race, and not of the driver or owner of the auto.

Early in the summer much interest was manifested in a strong rivalry for racing honors between H. D. Ryus, who drives a white racer, and Mr. Garbutt, and while several heats were run, results never were fully tried out. Mr. Ryus, although a resident of Los Angeles, is a member of the California Automobile club of San Francisco, and is entered in the inter-club race as the representative of that club, and this promises to make the race doubly interesting. Garbutt has made better than 1:12 time on the Ascot Park track here and many local autoists look upon him as a sure winner. Aside from this race Mr. Garbutt is entered in all the more important Del Monte events. The first two days of the meet, Aug. 26 and 27, will be devoted to track racing. Aug. 28 will be taken up with a hill-climbing contest, near Del Monte, and pleasure touring, including a run over the world-famous seventeen-mile drive. Local autoists at first contemplated making the trip to Del Monte by auto, but those who have been over the road lately discourage such an undertaking. They say the roads are exceedingly dusty and full of chuck holes, and that the trip would be far from pleasant.

In addition to the scheduled events, which are given below, the club also will entertain propositions for match races, if such are desired, but for these the contestants must provide prizes. Following is the schedule of racing

FIRST DAY

First race—Gasoline runabouts and light touring cars, 10½ H. P. and under, road cars, no restrictions as to gearing or stripping, three miles.

Second race—Gasoline light touring cars costing \$1,500 and under, road cars, touring condition, save no restrictions as to gearing; five miles.

Third race—Gasoline cars, 10 to 16 H. P., both inclusive, road cars, no restrictions as to gearing or stripping; five miles.

Fourth race—Open event for cars costing \$1,200 to \$2,550, both inclusive; road cars; no restrictions as to gearing or stripping; five miles.

Fifth race—Open event, 10 to 24 H. P., both inclusive; road cars; no restrictions as to gearing or stripping; five miles.

Sixth race—Pursuit, gasoline cars costing \$1,000 and under; road cars; no restrictions as to gearing or stripping.

Seventh race—Pursuit, open event for cars costing \$1,001 to \$2,550, both inclusive; road cars; no restrictions as to gearing or stripping.

Eighth race—Del Monte cup; free for all; no restrictions as to cars, gearing or stripping; five miles.

The Del Monte cup must be won twice by same contestant before becoming individual property.

SECOND DAY

First race—Gasoline runabouts and light touring cars, costing \$1,000 and under; road cars; no restrictions as to gearing or stripping; three miles.

Second race—Open event for touring cars; road cars costing \$1,551 to \$4,000, both inclusive; touring condition save no restriction as to gearing; ten miles.

Third race—Open event, 10 to 16 H. P., both inclusive; road cars; no restrictions as to gearing or stripping; five miles.

Fourth race—Open event, for cars costing \$2,000 to \$4,000, both inclusive; road cars; no restrictions as to gearing or stripping; five miles.

Fifth race—Inter-club challenge trophy; open to regularly organized and accredited automobile clubs of the state of California, as per conditions of deed of gift; five miles.

Sixth race—Pursuit, for cars costing \$2,501 to \$4,000, both inclusive; road cars; no restrictions as to gearing or stripping.

Seventh race—Free for all; no restrictions as to cars, gearing or stripping; five miles.

Eighth race—Pursuit, free for all; no restrictions as to cars, gearing or stripping.

THIRD DAY

Hill climbing contest, classification as follows:

First—Runabouts and light touring cars (road cars) \$1,000 and under.

Second—Touring cars \$1,001 to \$2,550; road cars.

Third—\$2,000 to \$4,000 road cars.

Fourth—Free for all.

In hill climbing contest, no restrictions as to gearing or stripping.

Although it is quite certain that automobiles never will supplant the horse for racing purposes or for pleasure driving, it is equally true that the noble animal is being relieved from many burdensome tasks that have been anything but beds of roses. The latest thing to prove this statement is the appearance of a steam automobile for cutting grass in Central park, New York. It looks somewhat like an asphalt roller. A grass cutter is installed in place of the small roller that is seen on all asphalt machines. The heavy roller is used for hardening down the earth as it passes over it. Besides clipping the grass closer than was done by the old machines, the automobile grass cutter does the work of