

You never write a letter; you never speak a word, that does not "measure your ability" to some one.—E. P. Hermann.

Honolulu Star-Bulletin

The one everlasting faculty of mankind is anticipation. The one inexhaustible fountain of joy is hope.—Dr. Frank Crane.

HONOLULU, TERRITORY OF HAWAII, SATURDAY, MAY 27, 1916.

TWENTY-THREE



THE WEEK IN MOTOR CIRCLES — WITH TRADE AND OWNER —



CHALMERS SIX ON PATHFINDER TOUR OF COAST

Car Selected as Official Pathfinder for Sociability Tour to Yellowstone Park

Announcement of the selection of the Chalmers Six-30 as official pathfinder for the sociability tour from Minneapolis to Yellowstone National Park has been made by President W. W. Smith of the National Parks Highway Association. With Driver W. S. Brooks at the wheel, the Chalmers pathfinder left Detroit May 9 en route for Minneapolis from which city the start was made on May 13. Three newspaper writers are making the trip. The big tour is scheduled for July, the A. A. A. sanction calling for the start on July 20. The Chalmers 3400 p. m. touring car will go over the route twice, marking it so that a schedule of about 20 miles per hour will be possible for the tourists. The selection of the Chalmers 30 was a distinct compliment to the power of the high speed motor and the easy riding qualities of the car, as the tour will traverse the difficult mountain ranges of the northwest in addition to crossing the prairie lands of Dakota. The Yellowstone tour will mark the first visit of a large body of motorists as the famous National Park has only recently been thrown open for motoring. Exports of merchandise from the port of New York for the week ended April 22 were valued at \$37,648,518.

THE HYMN OF THE RACING SPEED KINGS

With speed that leaves the wind behind, you watch us thunder by, Eager and fierce you pack the seats that rise against the sky; In tens of thousands you turn out to see us win—or die. The earth we travel flies beneath the impact of each tire; From each exhaust there darts the flames of hungry tongues of fire; The hand that marks the speed creeps high, but still we push it higher. The spark is at the furthest notch; the gas is open wide. A leaping, snorting thing of steel is ours to drive and guide, And Death, upon his gaunt white horse, is racing at our side. There at our side we see him ride, but never halt nor cower. When he is fleet enough to beat our skill and motive power, At least we cross the border line one hundred miles an hour. —Walter Trumbull, in New York World.

CLOSE COMRADESHIP BETWEEN MAN AND CAR

"The comradeship existing between the average man and his car is as deep-seated as that between man and horse—or dog," said a local automobile dealer recently. "I have seen people fairly grieve at parting with an old car. They have come to understand it, to know just what to expect of it, to rely upon it to faithfully perform its part of the daily routine. Each car has traits of its own, even when built by the same workman, in the same way, perhaps on the same day. You can blindfold the average driver, seat him in turn at the wheel of his own and another car just like it, and immediately he will tell you which is his."

Howard Gar-liner Cushing, portrait painter, died suddenly in New York.

Barney Oldfield, Favors Firestone Tires



Barney Oldfield, world famous race driver, arrived in Akron on May 3, on the last leg of his Los Angeles-Chicago run, to pay his respects at the huge Firestone factory, the birthplace of the famous tire that has so often carried him to victory. Starting from Los Angeles on April 12, over the old Santa Fe trail, Barney, accompanied by David D. Joyce, millionaire lumberman, had an interesting 14-day trip with no particular

object except to put Barney in condition for the summer racing campaign and give Joyce the opportunity of doing missionary work for the A. A. A., of which body he is chairman. Road troubles had been altogether absent and Barney had nothing but good to say of his big Firestone equipped Packard. Only one tire change was made and that in Kansas City, where one casing that had done 8000 miles before starting on the trip, and

still carried California air, was changed only as a precaution. When asked if it was his intention to drive in the Indianapolis race, Barney replied with some energy, "You betcher." He expects to remain East until after this event. The accompanying photograph shows Barney in Akron and seated by him is H. W. Kugler, chief chemist of the Firestone Company. Barney's mechanic is at the side of the car.

While the magneto does not require much attention other than an occasional oiling, in accordance with the instructions of the makers, it is a good plan to remove the breaker box and

distributor covers to clean these members. A small, soft brush will be of service. This should be done at intervals, especially if the magneto is exposed to dust, etc.

MULFORD'S RUN TALK OF MOTOR WORLD AS EVENT

Smiling Ralph Kicks Out Every Record for 24 Hour Grind in Hudson Super-Six

When Ralph Mulford, known to the automobile racing world as "Smiling Ralph," completed 1819 miles in 24 hours at the Sheepshead Bay speedway recently with the Hudson super-six, behind the wheel of which he has been cutting into all records during the winter and spring, the 24-hour performance became the talk of the automobile world. Mulford made his record in the non-competitive class under A. A. A. auspices, with electric timing operated by H. H. Knepper of Detroit. Every known record for 24 hours went by the boards. Some of the 24-hour records made in the past, that have been allowed, include the mile dirt track 24-hour record of 1198 miles established October 15, 1909, by Ralph Mulford and Cyrus Patchke. This was made at the Brighton Beach track, New York, and was a stock car event. Al Poole and Cyrus Patchke established a class C non-stop record at the Brighton Beach track October 19, 1910, when they covered 1253 miles. The first 24-hour record to be made on a modern speedway was established in April of 1911, at the Los Angeles mile board speedway, known as the Pic Plate, and built by Jack Prince, Verbeck and Hirsch with a Fiat car did 1491 miles.

DODGE BROTHERS CHIEF DECLARES PUBLIC HAS NEED OF STANDARD CAR

In reviewing what the automobile shows brought forth, Russell Huff, chief engineer of Dodge Brothers, says: "One of the impressive facts as revealed by an analysis of the inquiries received from automobile show visitors is the growing respect of the public for the established models of motor cars. "New types naturally have their attraction, but the serious-minded person looking for a real investment, and who cannot afford to play with an experiment, wants a model which has proven its reliability and established its worth by long use in the hands of thousands of owners. "The keen buyer of today is fully aware of the fact that proper motor car values are established and prolonged; first, by giving the public a car designed along sound engineering lines and built of high-grade materials; and second, by sustaining this model year after year and adding perfected details from time to time as dictated by continuous engineering study and manufacturing evolution. "Concentration is the safest and surest road to perfection. The enviable position of the Dodge Brothers car in the mind of the public today could not have been attained without following these common laws of standardization and concentrated effort. The car's freedom from shattered second-hand values confirms its stability and is a full vindication of the company's policy."

AUTO A GOOD THING BUT NOT 'JOY RIDE,' SAYS EVANGELIST

Brown, of Brown and Curry, States Motor Car Has Share in World's Progress

"The worst thing about an automobile is the joy ride that sometimes goes with it," said Evangelist "Brother" Brown when riding in a Saxon six. Evangelist Brown, who is conducting revival services in the big Brown tabernacle at 11th and Hope streets, Los Angeles, neither drives nor owns an automobile. He is a southern gentleman and a lover of horses, but he claims that he knows a good motor car when he sees one. "Brother" Brown is a hearty Saxon booster and he booms for what he believes in, whether it is in the pulpit or on the street, whether it is religion or an automobile.

Should he find it possible to do so, "Brother" Brown intends, during his evangelistic campaign in Los Angeles, to make a number of addresses to working men, visiting their places of employment during the noon hour where permission to do so is granted by employers. In this work he will use a Saxon six as a pulpit from which to deliver his address. "As I remarked before," said the evangelist, "the worst feature of the automobile is the tendency toward what is commonly known as 'joy riding.' There is no doubt, however, that the motor car has had a great share in the general progress of humanity, and like many other things, the few evils attendant upon its coming and its presence are more than offset by the good it has accomplished."

MOTORCYCLE EXPERTS HAVE UNIQUE EXPERIENCE IN MEXICO CAMPAIGN

Two motorcycle experts with General Pershing's forces in Mexico recently completed an adventurous ride of 350 miles as far as Casas Grandes with an Indian motorcycle equipped with Goodyear bluestreak tires. Both had lieutenant's commissions in order to instruct the soldiers riding the new motorcycles purchased for the army. A good deal of the riding was through desert land, requiring great skill in handling the motorcycle. Thousands of mesquite bushes were encountered. These bushes have thorns over an inch long, and many times the tires were rushed through beds of these thorns, yet the bluestreaks came through without a scratch.

A newcomer in the accessories field that will be welcomed by motorists is the Goodyear tire-saver kit, a collection of just those articles a motorist should have to combat tire accidents. These are neatly packed in a khaki-colored canvas roll, and can be secured from all Goodyear dealers. Prospectors are reported to have made a rich gold strike at Boob and Tolstoi creeks, in the Inno district of Alaska.

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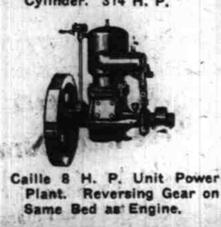
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