

Business Lively With Von Hamm-Young Co.

Business still continues to be very lively at the von Hamm-Young Company's big establishment in all departments, and particularly so in the automobile sales department, there appearing seven names on the Honor Roll this week.

The arrival of new machines are as follows: Three Hupmobiles by the steamer *Wilhelmina*, of which two are the new style runabouts with double doors, and one a fore-door touring car. One of the runabouts was delivered immediately to Dr. Mitamura, and the touring car to Mr. M. E. Silva. Mr. Silva is to use this car in his business as a "first call wagon," and will find it a very handy and quick car as well as the most suitable machine for this purpose. Later on Mr. Silva expects to use automobile hearses exclusively in the funeral business and additions of Hupmobile for the funeral procession.

The steamer *Sierra* brought two Overlands and one Everett. One of the Overlands is a thirty-horsepower fore-door, straight line 1912 type five-passenger touring car, and is to be delivered to Dr. G. Tucker Smith. The other is a twenty-five-horsepower car of the same type, which is to be used as a demonstrating car. The Everett is the very latest production which the factory has made in the form of a fore-door, four-passenger touring car. This car has all the 1912 improvements, including the 1912 Bosch dual system, which is a vast improvement over the 1911 models. The Bosch system has been very much simplified, as the barrel of the coil is very much smaller and there are not as many wires attached to it as previously. The old system was much more complicated than the new, which is a boon to the automobile repairman. This car is the snappiest looking car of its class that has ever been imported to the islands and is attracting a great deal of attention. It has a bloc type motor of a foreign design, having the cylinders and crank case cast in one piece which obviates all vibration and is much less liable to accident such as other cars are exposed to, by the fact that there are no bolts attaching the cylinders to the crank case. A great many of the motors which are being manufactured in Europe are patterned after this style. Another of the great advantages of this type of motor is the small number of parts and the ease with which the motor may be disassembled from the car. The water manifold, intake and exhaust manifold are also cast in the one piece. A person unfamiliar with this type of motor would expect that if one cylinder were cracked it would entail an enormous expense to replace the same, but the truth of the matter is that the cracks are far less liable to occur and the cost of a whole new casting is very little more than the cost of one separate cylinder of the other type. Of course, these bloc type motors have only been found practicable in cars of thirty-horsepower or less. The Everett is an exceptionally fast and powerful car and one of the smoothest and quietest cars of its type ever manufactured.

The Honor Roll of the von Hamm-Young Company this week consists of the following:

- Mr. Theodore Cook.
- Mr. F. P. Johnson.
- Mr. C. S. Holloway.
- Mr. John F. Soper.
- Mr. J. S. McCandless.
- Mr. H. Holmes.
- Mr. W. D. Elsworth.

The magnificent showing which the Pope-Hartford has made all over the United States, and particularly in the East, tempted Mr. Theodore Cooke to purchase a handsome demi-tonneau Pope-Hartford car which the von Hamm-Young Company had in stock. This is the third Pope-Hartford which the von Hamm-Young Company has sold in the last month and is the last of the shipment. The wonderful demonstrations which the 1911 Pope has made has built for them one of the greatest followings which any of the cars on the mainland has. The Portola races in San Francisco of the past two years have shown the public what miraculous speed the stock cars have, and the success the Popes have had in the long tours all over the country over the rough roads and hilly countries without giving any trouble whatever show the greater reliability over a great many other machines, and the fact that one never sees an old Pope discarded shows the very extensive life of same. They are one of the easiest-riding makes of cars and are superbly finished, and the straight line effect which they are drawing this year, combined with the hooded

dash effect on the demi-tonneau cars makes it an exceptionally fine appearing car. The 1911 models are 10 per cent easier than previous models have been, and the fact that the transmission is composed of four variable speeds enables an amateur to operate this car with very little instruction.

Mr. F. P. Johnson of Honolulu purchased a little Maxwell runabout from the von Hamm-Young Company, which will enable him to get to Honolulu a little more frequently.

Mr. C. S. Holloway has purchased one of the much-heralded Packard "Sixes," which is to be delivered to him in Boston, Mass. This is the fifth Packard which Mr. Holloway's family has owned, which certainly is a wonderful reputation for the Packard to bear. In the new Packard "Six" there is embodied all the elements which even the most fastidious of the automobile public may require. The new six has an abundance of power, in fact, plenty of reserve power. It has a finish which is accepted amongst the public as the highest quality ever attained and is considered by everybody as the easiest-riding car built.

Mr. John E. Soper bought a Stoddard "20" touring car, which is a twenty-horsepower, five-passenger car of a very neat model. The Stoddard this year, in the small cars, is installing the famous bloc type of motor, which is becoming so popular. The improvements in the Stoddards this year over the previous models are very numerous and radical. The transmission and differential are of entirely different construction and are integral. The placing of the transmission back on the rear axle is a very radical change in itself and is patterned after the Packard, who have had such success with the distribution of its units. The gears this year are made of a special material which is very tough and strong. The teeth are of a special pitch and thickness. They are a great deal shorter and thicker than in the usual involute type. The shafts in the transmission are unusually short and of large diameter. The rear axles are larger than usual and the differential is entirely changed in its construction. With this construction it is practically impossible for the Stoddard-Dayton to have rear or transmission troubles. The motor this year is built with its valves all on one side and is exceptionally quiet.

"Sunny Jim" McCandless, with his usual smile, placed an order with the von Hamm-Young Company for a Cadillac touring car to be delivered to him on his return from the mainland in October. Mr. McCandless is sailing on the *Korea*, and has placed his order to insure its delivery on his return. This shows the great popularity of the Cadillac car, as they are all sold to arrive, and for future delivery. Mr. McCandless formerly had a Palmer-Singer machine, but considers the Cadillac the most suitable car for him.

Mr. H. Holmes has placed his order for one of the famous Cadillacs to be delivered out of the next shipment.

Mr. W. D. Elsworth purchased this week from the von Hamm-Young Company a Model H Stoddard-Dayton double rumble roadster. Mr. Elsworth is at present very busy building roads in Kaimuki for Mr. P. M. Pond and considers his time too valuable to waste riding behind a horse. In purchasing a car Mr. Elsworth picked out a machine which will be of great commercial value to him, is very reliable and a very easy rider.

The automobile dealers feel very much honored this week by a visit from Mr. F. O. Nelson of Los Angeles. Mr. Nelson is the genial manager of the Diamond Rubber Company at Los Angeles.

Mr. J. M. West has returned to Kauai in the interests of the automobile department of the von Hamm-Young Company.

Mr. C. J. Schoening, formerly salesman for the von Hamm-Young Company, has left this firm to go into business for himself on Maui. He will represent the von Hamm-Young Company as their sub-agent on Maui.

San Francisco, Cal., June 4. Cadillac Motor Car Company, Detroit, Mich.

Cadillacs again demonstrated their supremacy as America's champion road cars by annexing two more coveted California road records simultaneously; one Cadillac starting from San Francisco and another Cadillac starting from Los Angeles at twelve o'clock Saturday night, June 3, annexed the two following well-known coast records. One Cadillac

beat all existing records from San Francisco to Delmonte and return, distance, two hundred and sixty-two miles; time, six hours thirty minutes, averaging forty miles per hour and lowering all previous records by one hour and four minutes. The best previous records were made by the Simplex and White gasoline cars, whose records were only a few minutes apart. This is the most sought after and best known record in Northern California, and the lowering of the record by one hour and four minutes is the sensation of the season.

Another Cadillac starting for Los Angeles on the pathfinding trip for Los Angeles to Phoenix road race incidentally broke all previous records from Los Angeles to San Diego by one hour and nine minutes, distance two hundred fifty-eight miles; time, four hours ten minutes, averaging thirty-seven three-quarter miles per hour. By lowering this record the Cadillac now holds all Southern California road records but one, which is from Los Angeles to San Diego and return, which we will obtain at earliest convenience, as the Cadillac has demonstrated its ability to beat any road record made by any car, regardless of price or power. These two victories again demonstrate the fact that what one Cadillac does any Cadillac will do. Again, I wish to congratulate the Cadillac factory on making America's long distance road and track champion.

DON LEE.

Hudsons on Sierra.

Frank Howes has had a busy time this week, he says, in every department. Yesterday three Hudson roadsters came to hand by the *Sierra*, all of which, he stated, are sold. He says that the Hudson boom is keeping up, and all makes of cars are going off as rapidly as can be expected at this time of the year.

Cadillac Beats Train.

A Detroit genius at figures, taking the performance of the Cadillac in the recent twenty-four-hour race at Los Angeles as a basis, has produced some results that are interesting.

In this race the Cadillac achieved a greater mileage than was ever before made by an American car in twenty-four hours of continuous running. The distance the car covered, 1,448 miles, is equal to that between New York city and Omaha, Neb. To travel from New York to the Nebraska metropolis requires forty-three hours, even on the fastest trains, or four-fifths more time than was required by the Cadillac.

While pulling up its record mileage, the engine in the Cadillac made more than two million revolutions.

Each piston, in its movements within the cylinder, traveled 998 miles which is equivalent to the distance between Chicago and Cincinnati.

There were more than four million explosions in the motor—more than four million perfectly timed and completed processes of ignition.

In traveling the 1,448 miles, each wheel revolved more than seven times—a total of more than 2,900,000 revolutions for the four wheels of the car.

Marmon Wins Ple Event.

Manager G. Wells, of the Royal Hawaiian Garage, reports, having been kept busy all the week on repairs, etc., and judging by the prospects, he thinks that this year will be maintained for some time to come.

He has just received word that a Marmon roadster will arrive on the *Lurline* on the 27th instant. It was a Marmon roadster that won the 530 miles road race at Indianapolis on May 30. The Lorier people expected that this classic event would be won by one of their cars, and tipped Ralph Mulford or Teddy Telford to steer one to victory. Wells states that the Marmon has a great reputation on the mainland, and stands high there, for it has some big wins and achievements to its credit. The Marmon car that is coming is equipped with electric light, and is capable of developing a speed of seventy miles an hour. It will certainly be one of the speediest machines in Hawaii. This machine has been sold.

On the *Lurline* there will also be a Carter car coming to the Royal Hawaiian Garage, while the engine for the flying machine that is being constructed in the shop of the Hawaiian, will come by the same boat. The trials, therefore, will be delayed.

Racing Drivers Favor Licenses.

"While on the subject of drivers, I want to say that the Racing Drivers' Association is going to take immediate steps to prevent inexperienced pilots handling high-powered cars in big events like the Indianapolis race," said Ralph Mulford. "Most of the accidents which occurred were directly due to the inexperience of some of the drivers and had it not been for the wonderful skill shown by some of the old veterans in tight places a fearful loss of life would have resulted."

"The Racing Drivers' Association is working with the A. A. A. on a

plan whereby instead of merely issuing registration cards, licenses will be granted to drivers after most rigid tests, examinations and demonstrations have been given. Drivers will probably be licensed in three classes and only drivers holding first-class licenses will be permitted to drive in the big national events.

"Another recommendation which the drivers will make to the Manufacturers' Contest Association and its Committee on Rules is one that will limit the field of starters in speedway races. In a race between cars capable of running at speeds ranging from seventy-five to one hundred miles per hour, it is my opinion that the entries should be limited to such a number that if evenly spaced about the track, the cars should be not less than five hundred feet apart."

Thinks Speedway Safe Course.

"I consider the Indianapolis Speedway the safest course on which I have ever driven, with a possible exception of the Atlanta Speedway, and with slight changes on the inside of the track, which I understand are to be made, I believe that races like that of Decoration Day can be run with a slightly reduced field of starters with very little possibility of fatal accidents."

"I will probably not race again until the National Stock Chassis Championship at Elgin in August. I won the championship trophy with a four-cylinder model last year, but will defend it this year with a 1912 six-cylinder Lozier stock car."

LOCOMOBILE CARS FOR 1911

For years our slogan has been, "The best built car in America," and our organization will always maintain the high mechanical standard for which the Locomobile is so well known.

In 1912 our aim is to make the Locomobile the most comfortable and the best finished car in America, and to this end we are putting forth every effort to make our cars as luxurious and as perfect in detail as possible. The 1912 six-cylinder touring car, we firmly believe to be the best seven-passenger touring car on the market. When you consider that it

has the staying qualities and great strength of construction which is characteristic of the Locomobile, and yet weighs, ready for the road, less than 4,000 pounds; when you appreciate that it will be the most beautifully finished and luxurious model that we have ever turned out, you will realize that it will have a wide and ready sale in 1912.

Seven-passenger touring car body. The front seat panel is flush with the side of the body, which does away with the wheel house effect in the 1911 body. This makes the body smooth from end to end and increases the capacity of the gasoline tank from twenty-one to twenty-three gallons. As in the 1911 body the sides curve in toward the front and meet the dash, obviating any blunt or clumsy appearance at this point and producing the stylish torpedo effect. The 1912 body has higher sides. External hinges and door handles have been replaced with concealed hinges and door handles.

Upholstering on the seven-passenger touring car body. Seats are so arranged that passengers sit low in the car, the high sides and back producing a feeling of security, together with comfort and luxury. The upholstering of the 1912 body for the six-cylinder touring car makes it the most comfortable standard body produced by any manufacturer in this country.

The deep luxurious rear seat cushions and backs are each ten inches thick, as restful and soft as the easiest library chair.

Another feature of the upholstering of this body are the extra seats in the tonneau. These occupy no more room than the seats used in 1911, folding against the sides when not in use, but are very much more comfortable. We believe that they will be exceedingly well liked by every one.

Another detail to which we wish to call attention is the upholstering of the tonneau doors in tufted leather, giving an appearance of luxury. The woodwork near the bottom of the tonneau is covered with carpet, which prevents any scratching or marring of the wood. A removable cocoa mat for the tonneau floor is another new feature. The foot rest of the brass tubular type lightly knurled to prevent the feet from slipping.

Six-cylinder torpedo bodies. We

will supply for 1912 two different torpedo bodies for the six-cylinder chassis, one seating four passengers and the other five passengers. There is a considerable demand for a torpedo body that will accommodate three passengers on the tonneau, consequently we are adding this type of body to our line in addition to the four-passenger torpedo of 1911.

The upholstering of the rear cushions and backs of both styles of torpedo bodies will be ten inches thick.

Finish of six-cylinder cars. The radiators are enameled to match the tonneau; motor bonnets are enameled by a new process intended to preserve the high luster and finish. Hand levers are enameled black below the grips, together with the quadrant for these levers. Standard lamp equipment will be black and brass combination finish.

Every attention will be paid to the details and finish. The final inspection of completed cars before they are shipped is being handled more carefully than ever before in order to satisfy the most critical owner.

Six-cylinder motor changes. A number of alterations have been made in the motor for the purpose of increasing the quiet operation of the timing gears. The crank case is new in design, and extends farther forward to permit of a new method of carrying the timing gears. The torsional strength of the cam shafts has been increased, likewise the number of cam shaft bearings.

The
Shirr
Ruffle
Bust
Form



is a combined corset cover and bust form and can be taken apart to launder.

Sizes 32 to 44.

Price, \$1.25 each

EHLERS

A Little Good Common Sense

Will help you select the right automobile. Now that alleged "factories" are springing up over night, and "dealers" on every block, all of them with the "only" car, the buyer WHO HAS SENSE should use it.

Common Sense Will Tell You

- That** a company who were building FINE MACHINERY 25 years before the day of automobiles should build a better automobile than any plow or farm wagon factory who have just plunged into the auto business.
- That** a company who built (not assembled) 2000 automobiles in 1903 (and every one of them still doing good service)—who have built an increasing number each year, reaching 10,000 in 1910—would seem to be on a better basis than a concern who started in 1909, and claim they will turn out 15,000 or 25,000 in 1910, or than any concern who has just started.
- That** a company offering their FIFTH MODEL 4-cylinder car, brought out in five consecutive years, building several thousand of each model, each improved by the experience with the preceding, should be more likely to have a car free of faults than any company producing their first or second 4-cylinder car.
- That** the company who could win the "Dewar" trophy on a standardization test must have a wonderfully perfect organization. (If you don't understand what this means let us explain it.)
- That** HARDENED steel gears and shafts will last longer than SOFT steel.
- That** standardization carried out to half the thickness of a hair INSURES perfection in workmanship.
- That** it is tremendously important to be backed by a DEALER who has had experience and knows how to take care of your car.
- That** only the established dealer selling a large number of each model CAN keep a full stock of parts.

That
the
Answer
Is...
the



The von Hamm-Young Company, Ltd., Honolulu, T. H.
Local Distributors