interesting topics of conversation. Busy men like the Hups as they are so useful to get around with, and they are exceedingly popular amongst the ladies as they are so easy to crank and operate. The elimination of batteries, fan, water pump and spark advance are the features most interesting to the critical public.

When the tourist was informed that The von Hamm-Young Company was also agent for the Pope-Hartford he went on to say that although the 1912 product had not arrived in Honolulu as yet it was one of the fastest and most powerful cars built today. He also stated that the Pope Six bids fair to make a great hit this season owing to the great success these cars have had in the past season.

The mainlander commented on the number of Baker Electrics in use in Honolulu and stated that he considered the island to be an ideal spot for Electrics.

After the many complimentary remarks and the severe criticism of the mainland dealer Honolulu should indeed be very proud of the fine grade of machines which The von Hamm-Young Company are putting on the local market.

COFFIN'S LATEST SMASHES RECORD

Associated Garage Ltd., the Hudson dealer (or distributor) today received news from Detroit that the Self-Starting Hudson "33", the latest car designed by Howard E. Coffin, has smashed every record for popularity achieved by the five previous automobiles built by Mr. Coffin. This was evidenced by the fact that 48 per cent—practically half—of the factory's production for the 1911-1912 seasons has already passed into owners' hands, this record having been made three and one-half months following the announcement of the model.

The early part of August, deliveries were commenced on Mr. Coffin's new model and today the fact that the Self-Starting Hudson "33" is nearly a thousand cars ahead of the 1911 sensation in sales, evidences the fact that history is repeating itself with Howard E. Coffin's creations.

"This news is not surprising to me," said Mr. Frank E. Howe today. "For years it has been the desire of Mr. Coffin to work toward 'clean design' and he has reached prefection in freeing the Self-Starting Hudson "33" from the clutter of iron and rods that has been compared to the useless scaffolding of buildings. I know of several instances where automobile engineers themselves have purchased, for their personal use, the cars built by Howard E. Coffin. The result of the above facts will be that excess demand for the Self-Starting Hudson "33" will probably double that of last year. The wise motorist is he who makes arrangements for h' car in advance of the big spring buying when cars are hard to get, sometimes imposaible."

On the Associated Garage's floor are being exhibited the models of the Self-Starting Hudson "33". The car has nearly a thousand fewer parts and its markers claim it is as noiseless as an electric, this being due to the enclosed motor, valves, and mechanism and moving parts. This also makes the car impregnable to dust, dirt, grit and sand. It exemplifies Mr. Coffin's doctrine of clean design and marks the greatest achievement in his engineering career.

THE 1912 MODEL PIERCE ARROW CAR

When it commenced deliveries of its 1912 models this year the Pierce-Arrow Motor Car Company of Buffalo entered on its sixth year of manufacture of six cylinder cars. The first six cylinder cars manufactured by the company were marketed in the fall and winter of 1906 and were known as 1907 models. Two models were made in 1908 and for the 1909 season the line was extended to include three models of the six-cylinder type the horsepowers being 36, 48, and 60, the latter being known in the following year as the 66-horsepower car.

In the winter of 1909 the Pierce-Arrow Company discontinued the manufacture of four-cylinder cars for passengers use. The three horsepowers 36, 48 and 66 had been found to be the three best fitted to the public demand so, since the adoption of this trio of models, the efforts of the company have been concentrated on their refinement. All the motor sizes have been increased at one time or another principally in the lengthening of the stroke. The motor sizes now are: 36 horsepower, 4-inch bore and 5 1-8-inch stroke; 48 horsepower, 4 1-2-inch bore and 5 1-2-inch stroke; 66 horsepower 5-inch bore and 7 inch stroke.

In the Pierce-Arrow motors the cylinders are all cast in pairs and the motor complete is hung on drop forged steel cross members that are bolted directly to the main frame. The clutch is of cone type and is fitted with a brake to facilitate gear changes. The transmission is selective with four forward speeds and a reverse, operated by a side lever inside the body. The rear axle is semi-floating with the wheels keyed to the driving axle. This driving axle is of Krupp steel with a tensile strength of 120,000 pounds to a square inch. The brakes, larger than in previous models, act on drums on the rear hubs.

Always extensive, the Peirce-Arrow line of bodies is larger this year than ever before. The bodies are newly designed on all models and without exception are roomier. All are equipped with doors at all entrances and all levers are inside. The seven passenger bodies are fitted with two folding seats that have arm rest. These seats when not in use are so constructed that they may be folded to one side. There is no under pinning to these seats to interfere with the feet of those in the rear of the tonneau. Thorough ventilation of the front seating compartment is had by means of an opening in the base board of the windshield and a deflector that sends the air to the floor of the car. The 36-horsepower car may be fitted with these bodies; 3-passenger runabout, 4-passenger touring car, 5-passenger touring car, 5-passenger Brougham 5-passenger landaulet, the enclosed cars having two folding emergency seats. The 48 and 66-horsepower cars have these bodies; 3-passenger runabout, 4-passenger touring car, 5-passenger touring car, 7-passenger touring car, 5-passenger Brougham, 5-passenger landaulet, 7-passenger landau and 7-passenger vestibule suburban.

Every Peirce-Arrow model is completely equipped for the road, this equipment comprising a top and glass front, power air pump for tires, trunk rack, two gas head lamps and gas tank, two side and one rear tail lamp for either oil or electricity, one electric number lamp, horn and full set of tools, gasoline gauge on dash, odometer, coat and blanket rail, extra tire carriers, folding foot rest on touring and enclosed cars, sprag on all models except on 36-horsepower gasoline primer for easy starting and Yale locks on hood, dash cabinets, tool compartments and supply box.

Colors and upholstery are left to the buyer, the company encouraging every owner to make his car follow his own individual tastes in decoration.

BREAKS AVERAGE OF 74.63 MILES.

SAVANNAH, Ga., Nov. 28.—By doing 202 miles at an average clip of 74.9 miles an hour, Ralph K. Mulford, in a Lozier yesterday won the Vanderbilt automobile race and broke Harvey Herrick's road average of 74.36 miles an hour.

It was a nerve wracking race for drivers, mechanicians and spectators, the former strained and cramped the latter nervous and wrought up over the great speed shown by the cars.

Hughes in a Mercer won the Savannah challenge trophy, and an E-M-F captured the Tiedemann trophy. Both were in fast time.

E. M. F's PERFORM WELL.

The victory of the E. M. F. cars in the Tiedemann trophy race at Savannah, Ga., yesterday is extraordinary, and perhaps no other make machine in the United States, or world, for that matter, ever had three of its cars finish one, two and three in such a big race.

The work of these cars was very consistent in all respects, and the 58,-34-mile average set by Frank Witt is quite remarkable, although but in line with performances E. M. F.'s have "pulled off" in California in the last few years.

ARMY MULE MAY GIVE WAY TO AUTO.

WASHINGTON, Nov. 24.—Considerable progress is being made in the movement to eliminate the army mule and substitute the auto truck, according to the report of Brig. Gen. J. B. Aleshire, quartermaster general of the army.

It has already been found, after careful investigation and experiment that the auto truck is more economical and more efficient when used in cities and over good roads. Three such trucks are now being used at San Francisco, Cal., one at Fort Sam Houston, Texas, one at West Point, N. Y. and seven in Manila.