

"THE STEADY HAND" "THE STEADY HAND"

PRICE LIST AND SPECIFICATIONS HOFFECKER STANDARD SPEEDOMETER

Speed Indicator 60 miles per hour; season mileage 10,000 miles register and 50 mile daily trip mileage. In 3, 3½ and 4 inch dials \$15.00

With Evans Speedlock \$30.00

In combination with New Haven clock, add \$6.00 to above price.

HOFFECKER SPECIAL SPEEDOMETER

Speed Indicator 75 miles per hour; season mileage 100,000 miles register and 100 mile daily trip mileage. Adjustable tenths of miles for use when touring with guide book. In 3½ and 4 inch dial; black or white enamel finish \$50.00

With Evans Speedlock \$65.00

In combination with Waltham clock, add \$15.00 to above price.

MANUFACTURERS' SPECIAL SPEEDOMETER

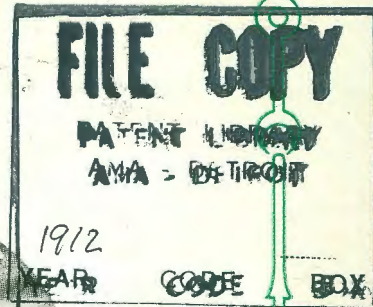
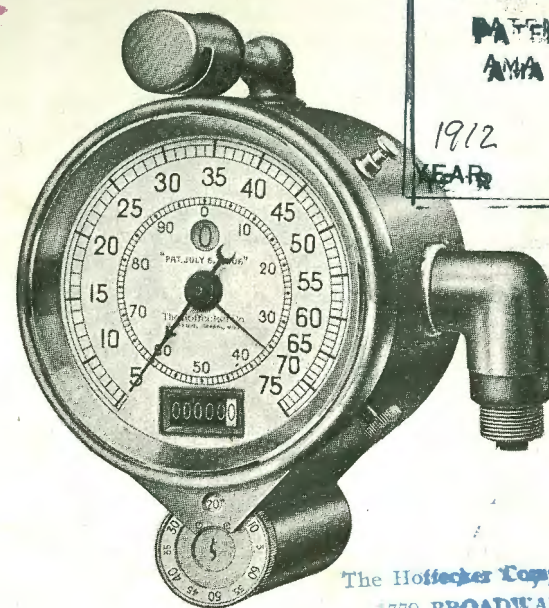
Made up in special design with Evans Speedlock and Waltham clock \$125.00

Prices include installation of complete fit-up, guaranteed for one year against everything except accident or misuse.

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The HOFFECKER-EVANS Speedometer and Speedlock

H. CUNTZ
1912



The HOFFECKER Company
1779 BROADWAY
Columbus 6331 New York

Manufactured by

THE HOFFECKER COMPANY

Makers of "The Steady Hand" Speedometer
Main Office, Motor Mart, Boston, Mass.

" THE STEADY HAND "

THE big, new idea in the automobile world is the HOFFECKER Speedometer with the EVANS Speedlock. The EVANS Speedlock consists of a Yale lock inserted into the HOFFECKER Speedometer. In combination with this lock, there is a movable disc with a series of figures corresponding to the speed indicator dial of the Speedometer itself. The owner or driver of a car can unlock this disc by use of a Yale push key, set the disc at a given figure (say twenty miles per hour); and the removal of the key from lock makes it impossible to change the position of this disc without the same key. When the speed indicator of the Speedometer reaches a figure corresponding with the figure shown in the slot of the Speedlock, a short-circuit connection is formed which "cuts out" the ignition spark and stops the motor. But as soon as the speed indicator falls away from the speed at lock, the short circuit is released and the motor starts automatically.

The EVANS Speedlock adds an absolutely new protection to the service furnished by the HOFFECKER Speedometer, which so perfectly enables car owners to know the rate of speed at which their car travels at any given time, under all conditions, also the mileage of each trip, and the total mileage for each season. It is the most accurate, durable and strongly made speed indicator on the market.

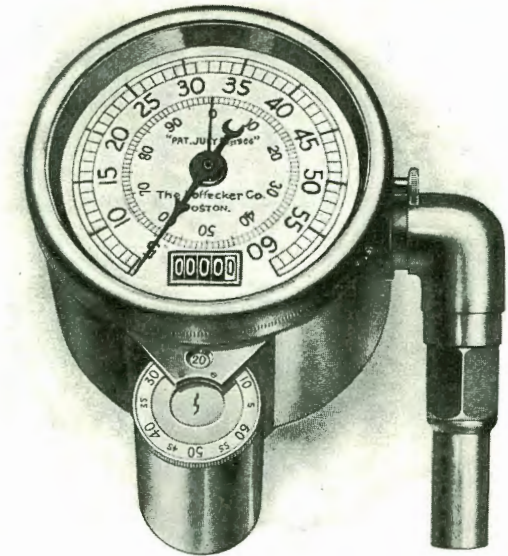
But now that the laws in every state regulate the speed at which automobiles may be driven on public highways, the HOFFECKER Speedometer with the EVANS Speedlock meets an additional need. In the cases of unjust arrest resulting from the operation of these laws, the opinion usually accepted has been that of the police officer, who often has seemed unable to distinguish between the reckless driver and the careful, law-abiding citizen. Moreover, car owners, unless actually driving, have been unable to govern the speed of their cars, with the result that, in their absence, reckless driving has damaged their cars or caused injury to life or limb. Still more, in the epidemic of motor thievery that is sweeping the country, every large city reports 5 to 25 cars a week stolen from the curb or garage. Nor are public garages able to protect their customers against either "joy riding" or theft by irresponsible chauffeurs.

" THE STEADY HAND "

When speed indicator reaches 20 miles an hour the motor stops

IF

Speedlock is set at the figure 20



Yet, not until the advent of the EVANS Speedlock, have devices to lock automobiles while standing at curb or in garage been much more than simple padlocks which have been designed to hold the transmission, gear-shift levers or gas and spark controls at a point which will not permit the use of the car at *any* speed. None of them can accomplish a mechanical regulation of the speed of motor cars while in motion.

But, now, the simplicity and positive operation of the EVANS Speedlock at *all* speeds make its use an absolute guarantee against law-breaking, either by speeding at an unlawful rate or by theft. For instance, the owner uses his motor to go to his office, and then turns the car over to his chauffeur for the use of his family during the day. With the HOFFECKER-EVANS Speedometer and Speedlock he can lock the car at a moderate rate of speed, place the key in his pocket and feel sure his family is protected against speeding.

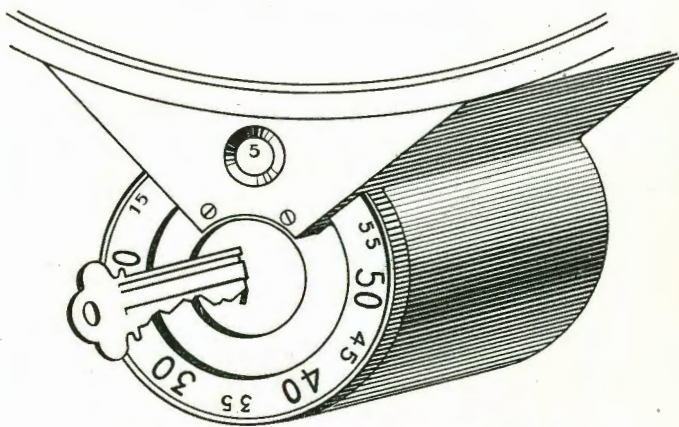
Or, when the car is left at the curb, the Speedlock is placed at zero so that the motor cannot even be started. When left in a public garage, the HOFFECKER-EVANS is secured at a rate of from three to five miles an hour, which enables attendants to move the car about the garage—as in the case of fire—but does not permit "joy-riding" or movement at a rate of speed above five miles an hour.

" THE STEADY HAND "

In road use, suppose the car owner desires to travel at a rate of speed up to forty or fifty miles an hour. The Speedlock is then placed at the ultimate limit of speed without interfering with the car's power or speed. *The EVANS does NOT limit or reduce the horsepower of any motor in any way or at any time.*

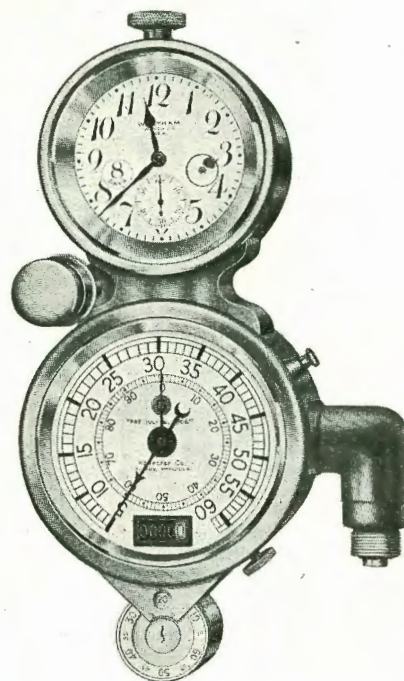
In hill climbing, all power developed by the engine is applied in various speeds, as long as the motion of the car does not reach the maximum speed indicated by the Speedlock. In other words, a forty-eight horsepower engine can use full forty-eight horsepower up hill on first or second speed without stopping motor through the Speedlock, or in any way interfering with its action.

The mechanism of the EVANS Speedlock consists, beside the disc and lock, of a short-circuit wire which leads from contact in Speedometer to a point in the ignition ahead of the motor distributor. Two wires are connected, one on the magneto plug and the other on the battery plug, into the same circuit and grounded on the engine frame. When contact is formed, the ignition current passes on a continuous ground line through the Speedometer into the front axle of the car, and through the frame of the engine. These wires are protected by metal casing over insulation, and the pinion of the Speedometer gear is sealed so that connections cannot be broken.



When Speedlock is set at 5,
no one can "joy ride" with car.
When it is set at 0, no one can start your car.

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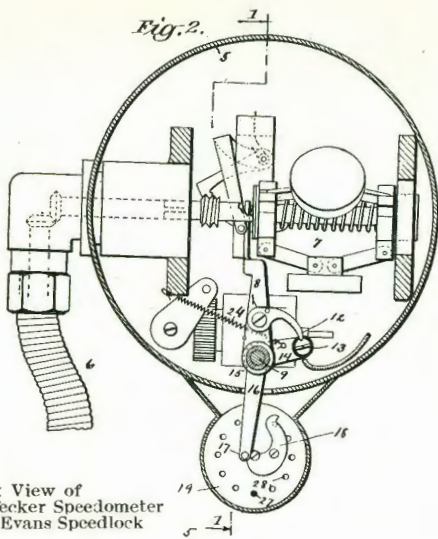


So long as the motion of car does not exceed speed at which lock is set, the EVANS Speedlock does not limit or reduce horsepower of motor.

The HOFFECKER Speedometer itself is a watch-maker's job, adjusted and balanced to register mileage and speed as accurately as a watch registers time. The driving connections of the HOFFECKER Speedometer are of an entirely different grade of workmanship, being exposed to the weather and subject to every jolt and jar of the road. The shaft must be strong enough and light enough to carry its own weight, geared at one end to a watch mechanism and at the other end to a wheel running in mud. The HOFFECKER driving shaft is composed of sixteen strands of the finest piano wire, woven and counter-woven. It is the one shaft that shows no "back-lash" and eliminates lost motion. Just as soon as the car moves, the shaft transmits that motion to the Speedometer itself. The casing which protects this shaft is of tempered, drawn steel, covered first with vulcanized rubber. This rubber is covered with a layer of linen which is coated with weather-proofing. The casing does not shrink nor vary in size or length: it is absolutely strain-proof and weather-proof.

" THE STEADY HAND "

Fig. 2.



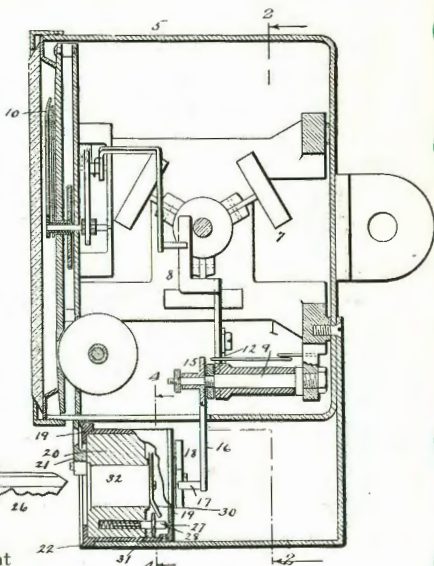
Back View of HOFFECKER Speedometer and Evans Speedlock

The gearing of the HOFFECKER shaft to the hub of the automobile wheel consists of a fiber pinion held in mesh by the specially designed universal bracket to a ring gear attached to the wheel.

The HOFFECKER Speedometer is built on the concentric centrifugal principle—the same principle which has been used for years on the governor of steam engines. This gives an absolutely positive mechanical action which registers accurately

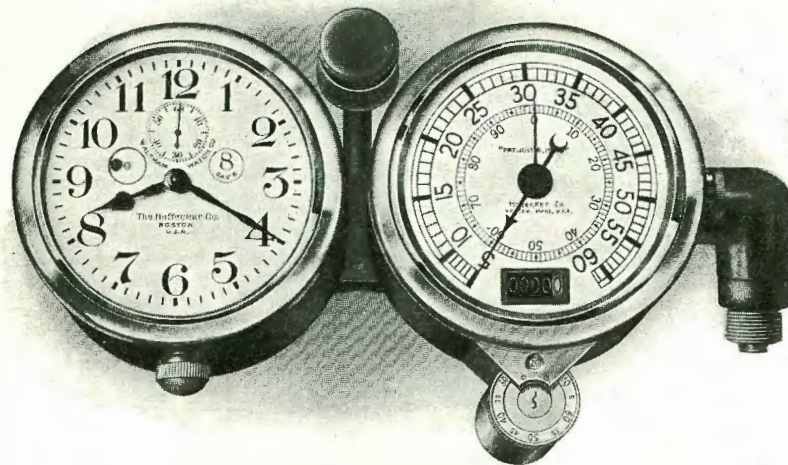
at all speeds, and is not affected by any variation of position, climate or weather, and makes it the "Steady Hand" Speedometer.

The transmission of motion in the instrument itself is accomplished by gears with direct connections, which insures a continuous and accurate operation of the instrument. As a matter of fact, the HOFFECKER-EVANS Speedometer and Speedlock seldom require any repairs whatsoever, though the driving shaft and connection at the wheel of the automobile sooner or later must be replaced, the same as any other moving part of an automobile.



Cross-sectional View of Instrument

" THE STEADY HAND "



HOFFECKER Speedometers are made in various sizes and designs for equipment of any class of automobiles, including trucks and electric vehicles.

HOFFECKER Speedometers are designed to register speed from one to seventy-five miles per hour, showing total season mileage from ten thousand to one hundred thousand miles, and daily trips from fifty to one hundred miles. They are supplied in various sizes and designs for equipment for any class of automobiles, including trucks and electric vehicles.

They will be furnished with EVANS Speedlock attachment at a cost of \$15 above the regular price for HOFFECKER Speedometers. The attachment includes all fittings and connections. An allowance of fair value, according to state of repairs, will be made in the exchange of any other standard instrument for a HOFFECKER SPEEDOMETER with EVANS SPEEDLOCK.

THE HOFFECKER COMPANY

Manufacturers of "The Steady Hand" Speedometer
 Main Office, Motor Mart, Boston, Mass.
 New York Detroit Cleveland Pittsburgh
 Philadelphia San Francisco Los Angeles