

The Chalmers Automobile Newsletter

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Sam Rawlins (#23) recently sent me wiring diagrams for Models 24 (1914), 26-B and 29 (1915) so that they could be made available to the membership. Anyone interested in obtaining these schematics should send me a #10 SASE. Descriptions of the Entz starting and lighting system, and the Bosch and Atwater-Kent ignition systems are included.

Harold Overton (#2) informed me that there is a large collection of repair/owner manuals and other documents for Chalmers automobiles (and 250 other manufacturers) at the New York City public library. The Chalmers documents are listed for 1912, 1913, 1918, 1920, and 1923 models. Copies of these documents are available for a small fee. Anyone interested should send a request for the "Automobile Catalog Index" to the following address:

The New York Public Library
188 Madison Ave.
New York, NY 10016

or

Call the NYPL Science, Industry, and Business Library desk at (212-592-7000) to ask for the index.

CHALMERS CLASSIFIED

The Chalmers Classified listing is intended as a service for members to advertise Chalmers cars and parts that are for sale and/or wanted. Please contact me regarding items that should no longer be listed and pass-on your new wanted and for sale items.

WANTED:

- 1922/1923 hubcaps (posted 4/2000) - contact Bob DuBois (#9).
- 1912-1914 Chalmers Model 12/18 "Six" (also 1910-1912 Model "Forty", 1912-1914 Model "36", or 1914-1915 Model 24/29 "Master Six") (posted 4/2000) - contact John Lehnert (#35).
- 1914 Chalmers Model 24 "Master Six" shop manual (posted 4/2000) - contact Jim and Donna Stamper (#52).
- 1917 Chalmers headlight lens (8¼") (posted 9/2000) - contact Tommy Nelson (#4).
- Model T Splitdorf magneto for 1912 Chalmers Model 11 (posted 12/2000) - contact Al Shaw (#25).

FOR SALE:

- 1916 Model 35-A "Six-30" parts and some sheet metal (posted 4/2000) - contact Don Ohnstad (#19).
- 1909 Model F "30" engine cooling fan assembly (includes fan, hub, pulley, and bracket) in good painted condition with no rust for \$95 or best offer (posted 9/2000) - contact Chuck Fanucci (#45).
- 1917 Chalmers 5 passenger touring body with rear end, front end, and engine block (seized) for \$500 (posted 9/2000) - contact Tommy Nelson (#4).

- 1918 engine (seized) for \$200 (posted 9/2000) - contact Tommy Nelson (#4).
- 1920 engine (free) for \$300 (posted 9/2000) - contact Tommy Nelson (#4).
- Various miscellaneous Chalmers parts (posted 9/2000) - contact Tommy Nelson (#4).

QUESTIONS FROM THE MEMBERSHIP

Al Shaw (#25) needs help with the following question for his 1912 Model 11:

What material is used for the vertical tube that the spark plug wires go through on the side of the engine? The tube is held in place by a brass bracket.

Please contact Al if you can help.

SOME ADVICE FROM THE PAST

The following article is a reprint from an early 1900's issue of a magazine published by the Chalmers Motor Company called "The Chalmers Owner". This magazine was made available to Chalmers owners, and to the general public, without charge. It actually was one of Hugh Chalmers' advertising gimmicks intended to entice new buyers and keep current owners enthusiastic about their Chalmers. The magazine was devoted to wonderful stories from owners, and provided useful hints and tips; sometimes sprinkled with the famous Hugh Chalmers embellishments. I thought this particular article was appropriate for the approaching winter season.

For The Winter Motorist

Anti-freeze solutions and some advice on the care of cars during the cold months

Winter motoring is now almost as general as motoring in the warm season. There was a time when cars were jacked up, covered with canvas and stored away in the garage until the first of May or the middle of April at the earliest. Those days are over. Open cars as well as Coupes and Limousines are now kept in general use during the winter. Even country touring is not abandoned when the roads are covered with snow.

For the Chalmers owner who expects to drive his car during the cold months we give some information which will be of value in getting the most satisfactory service out of the car.

The following anti-freeze solutions have been tried out by the Chalmers Motor Company and will be found efficient as low as the temperatures given.

Anti-Freeze Solution

- For five degrees below zero and upward: wood alcohol 15%; glycerine 15%; water 70%.

- For fifteen degrees below zero: wood alcohol 18%; glycerine 18%; water 64%.
- About three gallons of this solution are required for the circulation system in a Chalmers "30" and four gallons for a Chalmers "Forty".
- Alcohol should be added from time to time as the solution is used up and the formula broken by evaporation. If the motor is left running with the car standing idle this antifreeze solution is quite likely to boil and evaporate rapidly.
- The lubrication of the motor requires extra attention in extremely cold weather. When the mercury drops below zero a thin oil which does not thicken readily should be used. Extreme care should be taken to see that the oil in the lubrication system is not too thick to operate freely.
- It should be remembered that gasoline does not evaporate as readily in cold as in warm weather. If the motor stands idle without protection until it gets cold, difficulty, in starting may be experienced.
- To facilitate starting, a rich mixture and an early spark, are necessary because the charge in each cylinder ignites slowly and burns slowly. You will experience no trouble if you follow these instructions.

Some Winter Rules

- ✓ Be sure that the gasoline level is sufficiently high in the float chamber of the carburetor.
- ✓ Keep spark plugs and batteries in good condition.
- ✓ Be sure that you are getting a good quality of gasoline.
- ✓ Drain the gasoline pipe frequently to get rid of any water which may have collected.
- ✓ Do not open the throttle more than one third.
- ✓ Keep the butterfly valve and the cold air intake closed while cranking motor.
- ✓ Stop the motor by closing the cold air valve until the motor chokes instead of turning off the switch.
- ✓ But if the car is to be kept out of commission during the freezing weather, some points should be kept well in mind. The water circulation system should be thoroughly drained. This is accomplished by opening the pet cock at the bottom of the radiator.
- ✓ Also make sure that the cock in the pipe running from the carburetor at the bottom of the radiator is turned in line with the pipe.
- ✓ In addition to these operations, on the "Forty" it is well to remove the plugs in the water jacket on the left side of the cylinder so that the cylinders may be more thoroughly drained.

So, that's the company line to encourage you to drive more in the winter and consequently sell you a new Chalmers sooner than otherwise. That's all for now and don't forget to check your limited slip differential and four wheel drive for proper operation this winter season; and keep the letters and comments coming. Have a HAPPY HOLIDAY.

Dave Hammond