



Chalmers Automobile Registry

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Hi Everyone. We are still working on the 100th anniversary of the Chalmers and should have most of the details in January. Keep the date open May 31 and June 1, 2008. Since announcing we were having the meet I had a couple of response from people that are not members. Jeff Godshall who just retired from Chrysler is the announcer for our 100th celebration. Jeff who has a friend, Cliff Lockwood that worked in the Chrysler archives. Jeff goes on to say "He once showed me a small notebook, bound in black leather, that was a kind of a diary kept by a workman at the Chalmers Jefferson plant. In this notebook was a notation "Last Chalmers Built Today". I don't remember the exact date in the notebook, but do remember that it was either the day before or the day after Thanksgiving holiday in 1923. In that year Thanksgiving fell on Thursday, November 29. Thus the last Chalmers automobile was built either on Wednesday, November 28, 1923 or Friday, November 30, 1923." Jeff also included a copy of a story about the Chalmers Motors from DAC (Detroit Athletic Club) dated October 2004. Another story about the 1924 New York Auto Show includes a picture of the Chrysler-Chalmers. Note Chrysler-Chalmers on the pillar. If any one would like a copy let me know, and I will email you the copies.



New Members

Welcome to all the new members. Todd Miller from Oakhurst, CA has a 1911 Torpedo Roadster. It is red with black fenders and hood. Todd states that the car is in very good condition and is used for tours. Todd said "The car was use to pull stumps before it was restored."



Our next new member is George Bugg from Athens GA. George is new but his car is not. He recently bought Ted Saugstads 1920 Model 35C 5 Passenger Touring.

I recently received an email from Clay Thompson asking if you needed a Chalmers to join. Clay stated he had just finish reading Dave's book "Hugh Chalmers the Man and His Car". Clay said "It's a fascinating story. I learned that the Chalmers estate is only 1.5 miles from my home. That explains why they named the nearby Lake Chalmers. For years I have driven past this large home wondering who built it and when it was built. As it turns out, this home is the Chalmers Woodcrest farm estate home. I read where Chalmers bought 400 acres in Bloomfield Hills Michigan and this was his country home on the outskirts of Detroit.

If it was not for the internet we would miss out on a lot if information and here is one. Dr Frank Hayward Northwest Province, Transvaal, South Africa. 1914 Model 17 Thirty-Six, maroon body, black fenders. Frank is missing a lot of parts, if anyone has any parts for his car let me know and I will forward it to him. Franks car started out as a postal delivery vehicle running from George to Knysner. (We all know were that is, right!)

The next two cars are just what I have been looking for and are great looking. Vincent Censi from Mahopac, NY. Vincent purchase his 1909 Model K-30 at Christie's auction Greenwich, Connecticut Concours D'Elegance this past June. The car is blue with a tan top. It is a very good museum restoration.



Gordon Snook from Scottsdale, AZ has a 1910 Model K Blue with black fenders and an blue hood, tan top. Gordon says the car belong to his parents who got it about 1959. It was "original", partly disassembled, many parts in boxes. Restore by his father Gordon F. Snook in the 60's. Needs a wash job Gordon. Next time I am in Scottsdale I'll stop and wash it for you. Gordon also sent a bunch of photo copies of old Chalmers magazine articles, as space permits I will use some of them. Here is one about the name change. Here are two from Horseless Age February 2, 1910.



Chalmers-Detroit to Change Name.
 Owing to the fact that so many concerns manufacturing cars in Detroit, Mich, have taken the liberty to affix that city's name to their product, the Chalmers-Detroit Motor Company have decided, in order to avoid confusion, to drop the "Detroit" part of their name, and in the future will be known as the Chalmers Motor Company. Hereafter the cars turned out by this company will be known as the Chalmers "30" and Chalmers "40."

THE HORSELESS AGE.

THE HORSELESS AGE,
 SCHRADER'S TIRE LUG CAP.

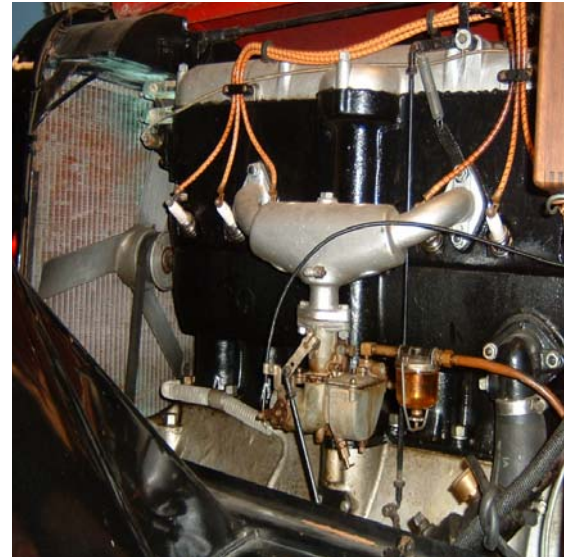
prevents the cap from expanding beyond the desired limit, and also prevents cutting into the wood felloe of the wheel. A thumb nut drilled to fit the body of the cap when it is compressed to fit the threads of the stem prevents the cap from loosening.

Congratulations goes out to Skip Marketti, The Nethercutt Collection for their Best in Class and the Ansel Adams Award at Pebble beach Concours D'Elegance. They finished their 1913 Chalmers Model 18 just in time to attend. The car is blue with a black fenders, hood and black top.
 Great job Skip and crew.
www.nethercuttcollection.org



I saved new member Jack MacKichan the Curator for Smith Collection Museum of American Speed until last. They don't have a car, but have a very interesting motor. Jack writes, "Please find enclosed photo of the Chalmers engine we have on display at the museum. Hugh Chalmers son(s) built this motor for racing based on the 1913 six-cylinder engine block. The DOHC cylinder head is very well designed with and excellent combustion chamber. We have exposed the front gear drive so our visitors can view the excellent craftsmanship. We do not have the proper carburetors or accessory water pump. We are seeking information and verification of the history, as we know it. Where is the serial number?"

I probably would have known about this but I have the stock version of this motor in my 1915 Model 32B. It was used on the 1915 and 1916 Model 32A and Model 32B. The motor is a Chalmers 6-40 6 cylinder overhead valve, overhead cam 40 horsepower. Unusual for 1915 this is a rare motor with probably less than 10 remaining and I have 3. I don't think that Hugh's son built the motor, it's a 1915 not 13, and the motor did not have a water pump. The motor was design by Weidley for Chalmers and later used in the Premier car. The drive for the cam is vertical shift center line from the crank that also drives the oil pump. The cam is center line in the head with the distributor in the rear and a drag brake on the front. (I think the front drag brake reduce cam breakage.) Another feature is that the rods were made from hollow tubing. Something that was not use until later by Miller for race motors. The serial number is stamped on the right front of the crankcase which is made of aluminum. The Model 32 A and B also has an aluminum housing on the 3 speed transaxle, with a muti-disc dry clutch. (9 disc and plates). So what does Jack have? Maybe someone tried to made a street rod or a airplane motor. There is no doubt they did a quality job.



Stock Model 32B 6-40



Email

I received this email from Warren Welch from Harlingen, Texas about his great aunt. Here is the story and photo.

My aunt's name is Clara Frank Minnich, and she was born in 1882. I have spent the last three years redoing her story; the original manuscript is 130 single spaced, typewritten pages that she finished in the early 50's. I have been rewriting it for clarity as she rambled a lot in the original, and I have also have been adding old photos where applicable.

If you're going to use the picture, you might want to use the following excerpt from my great aunt's book.

"When I first heard about horseless carriages I thought it was a joke. What



Will and Marie Keplinger in their Chalmers Detroit

would a carriage look like rolling along by itself without horses to pull it? No doubt there were plenty of mechanically minded boys of my age to whom the idea was far from incredible, but my dreams were not along that line. Of course automobiles came and became plentiful.

The first ones were noisy awkward contraptions that scared the horses and made the people laugh. Moreover, they had to be cranked by hand and were always getting out of order. Those who didn't own them shouted after them derisively, "Get a horse", "Get out and get under", "Ice-Wagon", and other such witty remarks. It must have been around 1908 when Will Keplinger bought his first car, a Chalmers-Detroit open touring car. The Keplinger family lived in Newton, New Jersey, then, and we all thought it was wonderful, and felt an immense pride when they drew up to our door in an automobile. The beloved little nephews looked so cute, sitting in the back seat with their little dog, Toughy."

Warren Welch

Can anyone Help

Hello!

I'm doing some research for our car club and need your help.

Do you have any historical information on the Gemmer Steering Gear Company? They were the supplier to Ford from 1928 to 1931. I would appreciate any information or direction you may have.

Sincerely, Roger Twin Cities Model A Ford Club email welchrhwsew@comcast.net

Editor Note: Dan is on the Board of Directors with me at The Boyertown Museum Historic Vehicles and does a monthly tech segment on their cable TV show. Thank goodness he has taking a liking to our newsletter. He is already working on his next story.

When your tire goes flat By Dan Olsen

I was driving down the road a while ago when my yellow “low tire pressure” light winked on. If I was traveling down the road about ninety years ago with the same problem, the Polo Pneumatic Tire Alarm - made in Clear Lake, South Dakota - would have told me the same thing by advising me “instantly when the pressure fell below a given point, and giving vent to a shrill whistle.” Then I would have gone to my friendly local service station to use their ECO prepayment air station (read that as “coin-operated”). Yes, back in 1919 you might have paid for your air. But this is today and after briefly marveling on what a great innovative item my dashboard light was, I started looking for a place to put air in my tire. A local convenience store and 75 cents took care of that problem.

But let’s go back to the era around 1920 to see what would happen if you needed air to pump up your tire but were not near civilization. The good old’ reliable hand pump was probably the most frequently used. Its single cylinder construction would possibly be good enough, but somewhat difficult to use. The car owner might upgrade to the easier to use dual cylinder or even a triple cylinder hand pumps.

But, if the car owner planned ahead, he would have had an engine-driven tire pump. The Kellogg brand was the most popular back then. In 1914,



they boasted that 60,000 of their pumps were “serving their owners faithfully and most satisfactorily.” Available as an after-market product (at \$15) or, if your car was a bit above



average in prestige, it came equipped from the factory with one of these pumps. In fact, the Chalmers came equipped with one, calling it a “power inflator.” It was driven by a lever-operated sliding gear, which meshed with the transmission. When engaged, a piston would be activated and air would be pumped from the device, through the supplied hose, and into your tire.

Back in 1923, you could have also had a Wissler friction-driven pump. This would be mounted to the running board of your car. When needed, you would jack up the rear of your car, put the car in low gear, and place the wheel of the pump against the rotating wheel of the automobile, again activating the pump. Still seems like plenty of work to me.

A third “powered” pump, and a bit less labor intensive, was the spark plug pump. When needed, you would remove a spark plug and screw this device in its place. With the engine running it would create a two-stage pump for the air that was needed. The Mayo Manufacturing Company

of Chicago stated that any other way besides their Mayo Spark Plug Pump would be the hardest job you would ever tackle. They also told you that their pump would inflate the largest tire in from 2 to 4 minutes. Another brand of this type of pump was made by A. Schrader's Son from Brooklyn. The Schrader name might be familiar because of their fame from the manufacture of valve stems.



Some pretty snazzy stuff from back then, huh? It seems as if motorists had some pretty convenient tire pumping ideas. Are we jealous? We shouldn't be because, comparing to today, due to better tire construction and roads, we do not get the same amount of flat tires (and the ensuing pumping) that the average driver received all those many decades ago.

Tirometer

By Joe Alackness



On a recent trip to West Virginia my wife and I were in an antique store and a great one it was. Mostly car stuff, old toys and old stuff. No Dishes. We spent over 5 hours looking and I hate to tell how much money we left there. I found this glass valve stem. When we get home I went to my friend Bob Dares house to show him my new valve stem. After some discussion we decided it was not just a valve stem, but maybe a pressure gauge. The gauge part is missing. I did a Google search and came up with patent information from 1922. The inventor Alfred Badowski was from Charlestown, WV. (See drawing)

Dan Olsen found the ad in an issue of Motor Age. Does anyone have or seen one of these.

CONDITION-
“Adds Miles to Tire Life”

—and keeping your tires in “condition” means keeping them always properly inflated.

This is what tire manufacturers and their adjusters tell us:

Running a tire even slightly under-inflated, and even for a short distance, is likely to strain the fabric or separate the cords, permanently injuring the tire and shortening its life by one-third. Deflation invites rim cuts and skidding. The slightly flattened tire drags on the motor and wastes gas.

TIROMETER

ADD MILES TO TIRE LIFE

by instantly warning you of the slightest deflation. Tirometer is simply a valve stem and pressure gauge in one. A transparent unbreakable cap makes it readable at a glance.

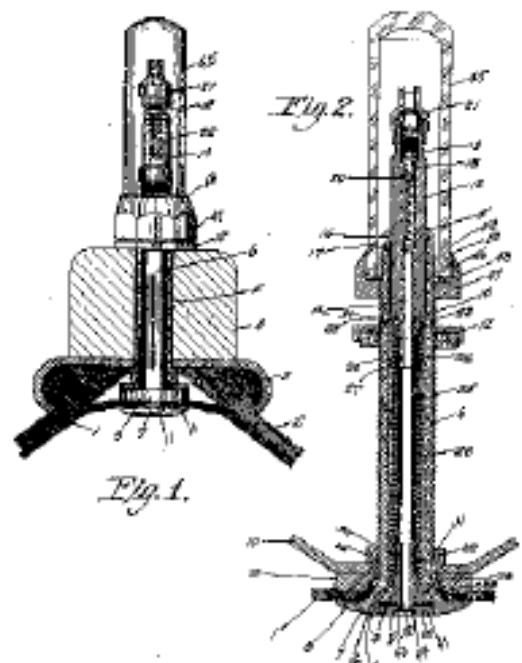
If you would take your tire pressures frequently enough with the ordinary gauge all right. But you won't. It's too dusty, greasy, troublesome a job. If you could tell tire pressure by *glance*—how you can?

Tirometer—that is the answer.

TIROMETER VALVE CORPORATION
of America
CHARLESTOWN, W. VA.

Price, in U. S.—\$1.75 each or a set of 5 for \$8.00. Specify wood or wire wheels.

Write for attractive dealer plan.



The Chalmers Automobile Registry Classified listing is intended as a service for members to advertise Chalmers cars and parts that are for sale and or wanted. Non members contact Registry for rates. Listing will be for 6 months and can be extended by contacting the Registry. Please contact the Registry regarding items that should no longer be listed. ChalmersRegistry@aol.com or Joe Alackness 908 2nd Ave., Royersford, PA. 19468

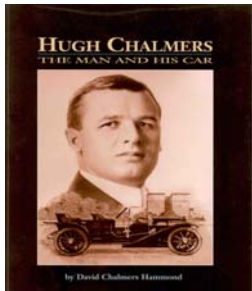
For Sale



For Sale

White Chalmers Golf Shirts, Stedman by Hanes with Chalmers Emblem on pocket.

Sizes XLarge (46-48), Large (42-44). \$20 includes shipping in US. Make check payable to Joe Alackness and mail to Joe Alackness 908 2nd Ave, Royersford, PA. 19468



“Hugh Chalmers: The Man and His Car” the book by Dave Hammond \$25 plus \$7.00 Priority Mail or \$3.50 Media Mail shipping and handling. Make check payable to Ruth Hammond and mail to 110 Sourwood Dr., Hatboro, PA. 19040

Wanted

Wanted for a 1910 Chalmers-Detroit Model J 40 HP Pony tonneau: Cloisonne radiator emblem. Large CD in center (not CMC). White with blue enamel. One steel mesh running board. 1910 C-D running boards have a steel strips, bent zig-zag and set on edge, forming a diamond patten. Then brass bound. John Rehberg jrehberg@msn.com or contact the registry and I will forward it to John

Wanted Right rear axle (I think both are the same), speedometer cable, and generator for a 1915 Model 32 6-40 Lee Lemens #48

Wanted 1908-1911 Chalmers-Detroit and footrest for the rear of a touring car see picture on right. Joe Alackness 610-948-1326 or chalmersregistry@aol.com



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For comments, question or to join the Chalmers Automobile Registry contact Joe Alackness 908 2nd Ave, Royersford, Pa 19468. Web site www.chalmersregistry.com Email chalmersregistry@aol.com