

# 20,800 MILES - IN - 100 DAYS BY A CHALMERS DETROIT "30"

1908 Chalmers-Detroit - 20,800 Miles in 100 Days



18.06 miles per gallon of gasoline for 20,800 miles; 100 days continuous running; all kinds of weather conditions; all sorts of roads.

## 20,800 Miles in 100 Days

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CHALMERS-DETROIT "30" Touring Car was driven 208 miles a day for 100 consecutive days. A total distance of 20,800 miles. This is equal to the distance from New York to New York, straight around the world.

In making this long run the Chalmers-Detroit "30" set a world's record. No other motor car, regardless of price or power, ever was driven as far in the same length of time.

Many motor cars have been driven 200 miles in a day. But it is not recorded that any other ever was driven 200 miles a day for 100 *consecutive* days—or even for fifty days, or for twenty-five.

### Just One in This Class

It is possible to find a good many automobiles that have been driven as much as 20,800 miles, but none other than the Chalmers-Detroit "30" can be found that traveled so far within as short a space as 100 days.

The most remarkable part of this performance is not that the car covered 208 miles in any given day, or even that it totaled 20,800 miles in 100 days, but that it went 208 miles *every* day for 100 days in *succession*.

It didn't run a day or a week and then lay up a day or two for repairs or to let the weather settle. It was like the sun—on the job *every* day during the test.

### Never Missed a Trip

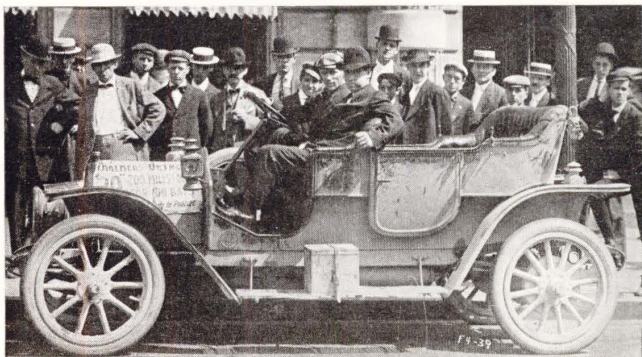
It went as an ocean liner goes, straight ahead all the time, regardless of weather. It never missed a single trip, rain or shine.

*Consistency. Reliability. Faithfulness.* These words *belong* to the Chalmers-Detroit "30."

The "30" not only did 20,800 miles in 100 days with clock-like regularity: it did them with satisfying economy. There was no outlay for repairs because no repairs worth considering were necessary.

The roads traversed by the "30" on its 20,800 mile test were certainly no better than average. It is easy to find better roads. The route comprised good city streets, bad city streets, fair country roads and poor country roads. The route is a favorite demonstrating route of Detroit automobile men, because on it a car may be seen under all conditions—good roads, poor roads and hills. During much of the 100-day period the "30" was used as a demonstrating car. The prospective buyer would be taken on one of the regular trips.

## 20,800 MILES IN 100 DAYS



*The start—from in front of the Pontchartrain Hotel, Detroit, Aug. 9, 1908*

The gasoline consumption was remarkably low. The average running of the car for the entire distance was at the rate of 18.06 miles per gallon of gasoline.

It was August 9, 1908, that the "30" started on the stupendous task of going 208 miles a day for 100 consecutive days—four round trips daily between the Pontchartrain Hotel, Detroit, and the Hodges House, Pontiac.

There were many who said the task was too big. They did not know the car that had undertaken the task.

### Held to a Schedule

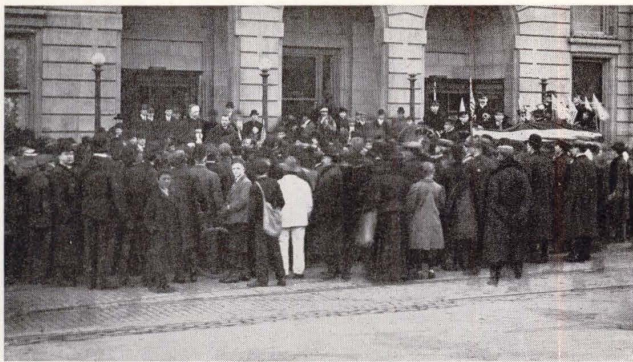
At 5:30 every morning the "30" started on its daily grind. It was kept to its schedule all the way through. Before it had been running a week, the people living along its route learned to watch for it.

Thousands of Detroit people were interested in it and watched it closely from day to day. As days slipped into weeks and weeks into months and still the "30" went cheerfully to its daily task and did its work unflinchingly, the critics and cynics were silenced. At the finish there were cheers and praise a plenty.

It was on Tuesday, November 17, 1908, that the now famous car completed its one hundredth double century run in as many days, thereby establishing a record that has never been equaled and probably will never be surpassed.

Pause and think of the size of a Chalmers-Detroit "30"; of the various road and weather conditions encountered during 100 days of continuous running, of the phenomenal distance covered, of the strain the car was put to, and it is borne in upon you that an average of 18.06 miles per gallon of gasoline is a very wonderful showing indeed. For days while the weather conditions were perfect the "30" averaged 25 miles per gallon. Low gasoline consumption is a great virtue in a motor car: it means low cost of up keep.

## 20,800 MILES IN 100 DAYS



*The finish—100 days later; Mayor Thompson, of Detroit, presenting President Hugh Chalmers with silver loving cup*

### Welcomed Home in Triumph

On the following day, after making one extra trip to Pontiac, where it picked up Mayor Johnson of that city, the record-setting "30" was welcomed back into Detroit in triumph by Mayor William B. Thompson and leading automobilists of the city. The welcoming party met the victorious car at the city limits. A long line of gaily decorated automobiles, with a big truck carrying a band in the lead, formed an impressive parade through the main streets to the Pontchartrain Hotel, where Mayor Thompson, on behalf of the hotel management, presented to the Chalmers-Detroit Company a beautiful silver loving cup, a memorial of the wonderful performance of the "30" car.

The bearings of the "Double Century" car were removed and will be on exhibition at all the leading automobile shows this winter. See them if you can. They talk for themselves and for the construction of the "30" more convincingly than any words can.

### Greetings From the Mayor

In presenting this cup Mayor Thompson said in part: "It is my privilege this afternoon to present to the Chalmers-Detroit Motor Company this beautiful loving cup as an evidence of having made good on the assertion that one of its 1909 "30" cars could run 200 miles a day for 100 straight days. I want to say on behalf of the people of the City of Detroit, that we are proud of a company that can make a car of such great stability. This is one of the most remarkable tests ever made by an automobile. It is not only a great credit to the Chalmers-Detroit Company, but it is a great credit to the City of Detroit that we have here a company manufacturing an automobile that is able to make such a test."

The cup was accepted by President Hugh Chalmers.

## 20,800 MILES IN 100 DAYS



*The long run was begun when summer was at its flood*

### Statement of Engineering Department on the Condition of the Car at Conclusion of the 20,800 mile run:

After it finished the 100 days the "Double Century" car was shipped to New York. It will be used as a demonstrating car in several large eastern cities this winter. You can't tell from riding in it that it has seen five years of service

At the completion of this run the car was brought back to the Factory and torn down part by part for a thorough examination. The following is the signed statement of the result of this examination by our Engineering Department:

#### **In General**

"The car completed its remarkable run without repairs or replacements of any kind other than the tires.

#### **Fuel Consumption**

"A careful record was kept of the fuel consumption of the car and at the end of the test we found that the records showed an average mileage of 18.06 miles per gallon of gasoline for the 20,800 miles.

#### **The Bearings**

"Examinations of the bearings showed that the wear was remarkably small considering that they had an equivalent of five years service. The appearance of these bearings clearly proves our previous contention that annular bearings of proper make and properly applied in light car service have a life of from eight to ten years running under average conditions, and at the end of that time the bearings could be made as good as new by the insertion of slightly larger balls, which would be a very cheap replacement. The bearings used in this car during its long run were removed and will be exhibited at the big automobile shows this winter.

## 20,800 MILES IN 100 DAYS



*and Winter was at hand before the journey was finished*

### Connecting Rod Bearings

"None of the bearings showed the slightest sign of scoring.

### Lubricating System

"The perfect condition of the bearings is the best evidence that the lubricating system is above criticism.

### Crank Shaft

"The crank-shaft was merely polished to a mirror-like finish, and in many places the original tool marks on the shaft could be distinguished.

### Springs

"Measurements of the car at the conclusion of the run showed the springs to be settled only about  $\frac{1}{4}$  of an inch, which is usual with any motor car springs.

### Rear Axle

"The rear axle was in fine condition and showed no signs of wear, and is today running as quietly as it is possible for any rear axle to run.

### Transmission

"The transmission shows absolutely no sign of wear with the exception that the faces on some of the gears are slightly burred, which is caused by carelessness in gear shifting.

The "Double Century" car was the second of our 1909 "30" cars to be finished. It had been driven for more than 6,000 miles through Middle Western States before it was started on the 20,800 mile test. It has, therefore, been driven further than the average automobile would be driven in five seasons. Five years of service in a \$1,500 car!

## 20,800 MILES IN 100 DAYS



*There were hills to climb, and the car carried a full load on nearly every trip*

The average division on a railroad is less than 200 miles. The best of passenger locomotives are not as a rule run farther than one division at a time—one haul a day. They require careful inspection after each trip and a thorough overhauling every few months. A locomotive runs on smooth steel rails that are laid as evenly and firmly as men can lay them. The performance of a Chalmers-Detroit "30" motor on a common highway seems all the more wonderful in the light of such a comparison.

### Clutch

"The clutch was not once adjusted during the 20,800 mile run and received no attention beyond an occasional cleaning out with gasoline and refilling the case with lubricating oil. None of the disks was blackened. If any of them had been blackened it would have indicated, of course, that the clutch had heated because it was not of sufficient size to meet the requirements.

### Motor

"The motor was in excellent condition throughout, especially with regard to the piston and piston rings. The cylinders showed, as was to have been expected, a slight increase in diameter, which was, of course, overcome by the springing out of the piston rings. This was indicated by the fact that the rings were all polished to a mirror-like finish without a black spot on any ring. The compression of the motor was fine. The perfect condition of the motor was proved by the fact that on a moment's notice the car was reassembled and made a fuel consumption test for a prospective customer of 23.6 miles for one gallon of gasoline.

### Two Bearing Crank-Shaft

"Calibration shows this crank-shaft to be as perfect as the day it was installed. This shaft, with bearings attached, also will be on exhibit at the leading automobile shows of 1909.

### One-Piece Cam Shaft and Valve Lifters

"In the Chalmers-Detroit "30" the cam shaft is constructed in one piece with all cams integral and the valve lifters are not equipped with a roller



## 20,800 MILES IN 100 DAYS



*Parade of autos on Woodward Avenue, forming guard of honor for "30" on last entry into Detroit. In the rear seat of Leading Car, left to right, are Mayor Wm. B. Thompson of Detroit, President Hugh Chalmers, Mayor A. J. Johnson of Pontiac.*

as per the usual practice, but are flat-headed in form. The condition of these parts was wonderfully fine, and a slight adjustment to allow for the wear on the end of the valve stems, proved the timing of the valves to be perfect and the operation of the valves nearly noiseless.

### Exhaust Valves

"The exhaust valves were ground in but four times during the run.

### Inlet Valves

"The inlet valves were never even removed from the cylinders during the entire test."

(Signed), ENGINEERING DEPARTMENT,  
CHALMERS-DETROIT MOTOR CO.

STATE OF MICHIGAN }  
COUNTY OF WAYNE } SS.

On this twenty-second day of December in the year of one thousand nine hundred and eight before me, the subscriber, a Notary Public in and for said County, personally appeared John G. Utz, who swore that the above statement was true.

(signed)

Seal

Notary Public,  
Wayne County, Michigan.

Chief Engineer.

The "30" was started on the 20,800 mile jaunt "on the spur of the moment". It was being used by the Sales Department as a demonstrating car and it received no other preparation for the 100 day run than the attaching of a speedometer.

## What It Means

The performance of a Chalmers-Detroit "30" in going 208 miles a day for 100 straight days means that the car is *right*. It is

Right in design.

Right in materials.

Right in the making.

These three factors are essential. They have to be joined to make the perfect motor car. You find them all in the Chalmers-Detroit "30."

That the "30" should make 208 miles a day for 100 days was not a surprise to us. We knew it could do this before we started it on the test. But we wanted to prove to *you* that it could perform so great a feat.

We do not want to ask you to take any one's *opinion* about this car, so we had it stand a test that takes it clearly out of the realm of opinion. The "30" is not a matter of opinion; it is a matter of fact. It has been *proved*—proved by the only real test of a motor car's fitness—the test of *hard use*.

Theories count for nothing after a car has gone 208 miles a day for 100 days. There were envious persons who last summer found fault with certain features of the "30" construction. It was no use arguing with them. Let the car itself answer its critics. It has done so.

Now, if any one with another car to sell expresses an unfavorable *opinion* about the Chalmers-Detroit "30" you can say to him:

**"The Chalmers-Detroit "30" went 208 miles a day for 100 days—how far has your car gone?"**

**CHALMERS-DETROIT MOTOR CO.**  
**DETROIT, MICH., U. S. A.**

# The "Double Century" Car Made a Hit with the Newspaper Men

## SMALL CAR IN LONG RUN

Chalmers-Detroit 30-Horse-Power Automobile Goes 20,000 Miles in 100 Days  
*Chicago Daily News*  
DOUBLE CENTURY AT A TRIP

Touring is Confined to the Michigan Roads, Jaunts Being Taken to Pontiac and Back.

Twenty thousand miles in 100 days for a record established by a Chalmers-Detroit 30-horse-power motor car, which finished his task Wednesday afternoon for Pontiac, the completion of the best run ever marked by a record.

## AUTO FINISHES A 20,000-MILE RUN

Chalmers-Detroit Completes Run of 100 Consecutive Days Over Country Roads  
*Chicago Journal*

## END OF CHALMERS-DETROIT CAR'S LONG RUN TO BE SOLEMN EVENT, WITH TRIP TO THE COUNTRY OF CITY

The Detroit Automobile Club will hold a solemn service at the Hotel Pontiac today to mark the end of the Chalmers-Detroit car's long run of 20,000 miles in 100 days. The car will be driven to Pontiac and back, and the trip will be a most interesting one. The car was driven by Mayor Thompson and a number of other prominent citizens, and the run was a most successful one. The car was driven for 100 consecutive days, and the run was a most interesting one. The car was driven for 100 consecutive days, and the run was a most interesting one.

## COMPLETES DAILY TWO CENTURY RUN

Chalmers-Detroit "30" Finishes Record Breaking Performance of Registering 200 Miles a Day for 100 Days

BY HARRY W. FORD.  
On the completion of its record breaking performance at registering 200 miles a day for 100 consecutive days in Detroit last Tuesday, the drivers of the Chalmers-Detroit "30" state that were great a routing through the city.

## CHALMERS' BIG STUNT ENDED

Detroit, Mich., Nov. 22.—The Chalmers-Detroit car has just finished its record-breaking run of 20,000 miles in 100 days. The car was driven for 100 consecutive days, and the run was a most interesting one. The car was driven for 100 consecutive days, and the run was a most interesting one.

## Motor Age

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## Chalmers-Detroit Car Finishes Long Grind

The Chalmers-Detroit car which started on Monday, Sept. 22, at Pontiac, Mich., and which will be driven to Pontiac and back, and the trip will be a most interesting one. The car was driven for 100 consecutive days, and the run was a most interesting one.

## Record-breaking Performance

A most welcome was accorded by the people of Detroit to the Chalmers-Detroit car which started on Monday, Sept. 22, at Pontiac, Mich., and which will be driven to Pontiac and back, and the trip will be a most interesting one. The car was driven for 100 consecutive days, and the run was a most interesting one.

## Chalmers-Detroit 30 Completes Run

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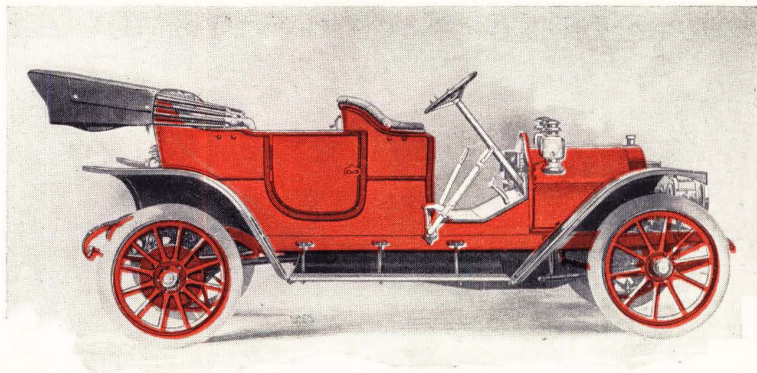
## CHALMERS-DETROIT FINISHES THEIR NON-STOP RUNS

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## Providence Journal

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1908 Chalmers-Detroit - 20,800 Miles in 100 Days



**Chalmers-Detroit "30" \$1500.**  
**The car that ran 208 miles a day for 100 consecutive days.**

