

The Chalmers Automobile Newsletter

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As stated in the last newsletter, here is the list of members responding to the request concerning plans to attend auto shows and swap meets this summer. The response doesn't seem overwhelming but the offer is still open to publish additional plans if I get them early enough this summer.

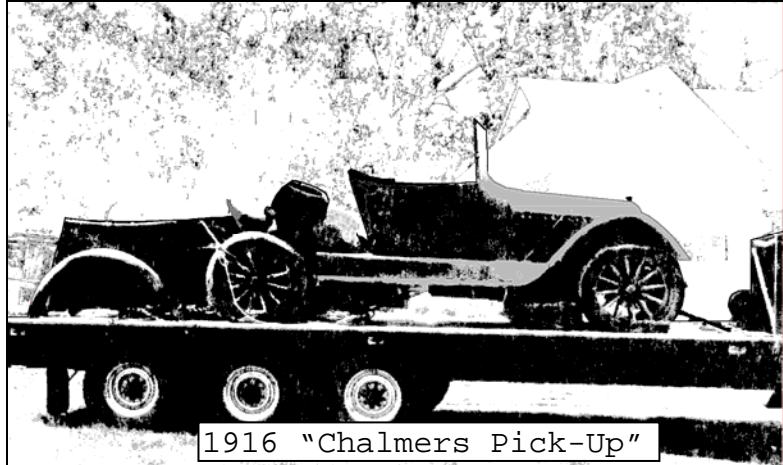
<u>Member</u>	<u>Event</u>
Dave Hammond	<ul style="list-style-type: none"> • Das Awscht Fescht (Macungie,PA)in August • AACA Hershey Fall Meet in October
Joe Alackness	<ul style="list-style-type: none"> • Das Awscht Fescht (Macungie,PA)in August • AACA Hershey Fall Meet in October
Tom Van Meeteren	<ul style="list-style-type: none"> • Iola in July • AACA Hershey Fall Meet in October
Harold Overton	<ul style="list-style-type: none"> • AACA Hershey Fall Meet in October (location: CF 62)

Those of you that requested the CMC patches should have gotten them by now. I hope they arrived safely, if not, send them back and I'll replace them. I have a good supply remaining and, if you haven't ordered yours yet, they are still available for the same deal, \$3 and a SASE for a blue-red pair.

Four of us are computer literate enough to have e-mail addresses and have exchanged some messages. If anyone joins the computer age and gets online, send me your e-mail address at "dchamm@worldnet.att.net".

Tom Van Meeteren from Valley, NE (member # 14) gave me an update on his restoration project. He has a 1916 Chalmers Model 35 which he found about 6 years ago. At that time the Chalmers had been converted to a pick-up truck by cutting off the rear body section. The picture below shows this car on a flat bed trailer with the recovered rear body section, and other miscellaneous parts, behind the "Chalmers pick-up". Tom said he had to use a lot of imagination to recognize the pile of rusted metal as the back section of the body. Today, Tom reports that the body has been completely restored. This took about 4 years of searching for parts and included making a complete front

driver door himself. The engine and running gear are still being worked on and he should be on the road in about one year. One interesting approach Tom has taken with the front wheels is to adapt new, modern, bearings to them. This required turning down the spindles, pressing new (home made) collars into the hubs and modifying the seals. I find this to be a smart alternative to re-building old bearings. By using modern bearings, Tom will minimize maintenance problems and they can easily be replaced if necessary. Also, the modern bearings are safer; an important issue for the front wheels if you do a lot of driving. Good idea Tom!



That's all for now; please pass on your comments and any new information for the next newsletter.

Dave Hammond