

# The Chalmers Automobile Newsletter

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Thank you for the letters, photos and encouragement that many of you sent me following the first newsletter. As stated in the previous newsletter, I have included with this issue the latest registry membership list. Registration numbers are simply assigned in the chronological order of receiving information from each of you. Information describing the various Chalmers automobile models and status is based on your letters and the returned registration forms. Automobile descriptions are intended to be brief and concise; more detailed information can be obtained by contacting the member. Please let me know of any updates to the automobile descriptions as they occur (as well as any corrections to address/automobile data). The end notes provide some additional information that may be of interest to the membership.

## LETTERS DEPARTMENT

As a result of the first newsletter, some of you corresponded with Barry Peer concerning his restoration project. Barry has written to me twice since then expressing his appreciation for all the help. He singled out Bob DuBois in particular for providing very useful information. Additional questions from Barry concern the oil pump location and drive method, oil pressure regulator control lever operation, the correct oil pressure, and the speed relationship between the generator/distributor shaft and the crankshaft.

A letter from Tom VanMeeteren says he would enjoy hearing from anyone who might have a Chalmers four door touring body for sale.

Bob DuBois discovered a product for restoring rusted metal called "Prep and Primer for Metal". This is made by Jasco Chemical Corp. of Mountain View CA and he purchased it at Home Depot (\$5.50 plus tax). Bob has found it to be very useful and wanted me to pass this on to the membership.

One of Tommy Nelson's cars is a 192(?) and he would like to know if anyone can match the serial number 90757 to the correct year. He also needs a 1917 ten-spoke front wooden wheel.

Curt Schulze needs information on a replacement for his clutch lining. He wonders what other restorers have used (Kevlar ?), where to purchase it and how to apply it to the cone.

Harold Overton wrote me about 12 months ago regarding his 1911 restoration. He has installed a disc brake on the differential with a hand lever to make the car drivable. Harold would like detailed information on the complete service brake assembly behind the transmission so that he can make it a correct restoration. He also needs information on the correct hand throttle/spark control at the bottom of the steering wheel column. Since his letter is one year old, Harold may have solved some of these problems already so check with him first.

That's all for now; hope you find the membership list useful and pass on your questions, comments or information for the next newsletter.

Dave Hammond