

# The Chalmers Automobile Newsletter

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This newsletter is the 2002 spring issue that includes the annual membership list. The list continues to grow with five new members since last spring. Welcome aboard to the new members who live in Iowa (1), Washington (1), Ohio (1), and California (2). A special note to all members: please review your address and car information and let me know if changes or corrections are needed. This will help maintain an accurate and correct database of surviving Chalmers automobiles.

The Chalmers Automobile Registry database currently consists of 115 cars (or major parts), 104 owners (96 U.S., 4 England, 2 Canada, 1 Germany, & 1 Netherlands), and 61 active members with 73 cars (or major parts).

## A QUESTION FROM A MEMBER

Bob Valpey (#17) says he needs some help or advice from the membership. His 1917 Model 35-C "Six-30" Record Speedster doesn't have good oil pressure until about 40 mph. Bob asks: "has anyone had a problem with low oil pressure on the 6-cylinder circa 1917 engine? Any input would be appreciated." If you have any information concerning this problem, please contact Bob - see his address & telephone number in the enclosed membership list.

## A QUESTION FROM THE EDITOR

Bob Dubois (#9) and I are researching the production chronology of the Chalmers Model "Forty" series. We are having some difficulty correlating the model year with the model letter designator and the body styles made for each model. Do any members have this kind of information on the Model "Forty"? Anyone who can provide some of this data is asked to contact Bob or myself.

## 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).
- Model T Splitdorf magneto for 1912 Chalmers Model 11 (posted 12/2000) - contact Al Shaw (#25).
- 1911 Chalmers Model "30" Pony Tonneau complete rear axle assembly (or any parts for it) (posted 7/2001) - contact Fred Hoch (#38).

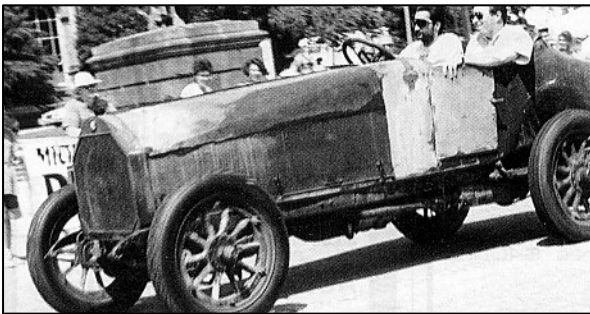
- 1910-1912 Chalmers Model 11 "30" exhaust manifold gaskets (posted 3/2001) - contact Al Shaw (#25).
- 1908-1909 Chalmers-Detroit Model F "30" radiator (posted 10/2001) - contact Alan Leclair (#42).
- 1923 Chalmers Model "Y" Jaxon disc wheels (one or more) for 24" tires (posted 2/2002)- contact Alan Maris (#56).
- 1913 Chalmers Model 36 front wheel hub and left side bail handle sidelight (kerosene and electric) or a matching pair (posted 2/2002)- contact Lloyd Elliott (#26)
- 1912 Chalmers Model 11 "30" rear spring and running board toolbox (posted 2/2002)- Mike Morris (#65)

**FOR SALE:**

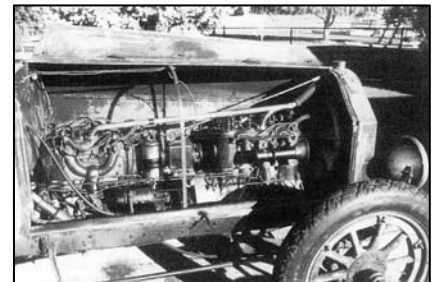
- 1916 Model 35-A "Six-30" parts and some sheet metal (posted 4/2000) - contact Don Ohnstad (#19).
- 1909 Model F "30" engine cooling fan assembly (includes fan, hub, pulley, and bracket) in good painted condition with no rust for \$95 or best offer (posted 9/2000) - contact Chuck Fanucci (#45).
- 1917 Model 35-A "Six-30" described as a diamond in the rough that is drivable but needs some restoration for \$5,000 (see it at <http://www.AlternateFuels.com/1917.htm>) (posted 3/2001) - contact Glenn DeRosa (#58).

**A UNIQUE TWIN-FOUR CHALMERS**

George Van Beek (#29) sent me an interesting article about a 1909 Chalmers-Detroit Model F "30" that had been fitted with two, in-line, four-cylinder engines. The engines were Chalmers "30" types, one a 1909 and the other of 1910 vintage. Conversion to dual-four operation was accomplished in 1916. This included some non-Chalmers items like the roadster body. Modifications to the stock Chalmers chassis accommodated the mounting of the second engine and the wheelbase remained unchanged at 110 inches. The addition of a second engine resulted in higher torque, slower acceleration, and no change in top speed.



One of the past owners of this unique Chalmers was Rich Morgan (#36). In 1976, Rich sold the car to Harrah's Auto Collection in Reno, NV where it resided until 1991. The following year I witnessed the dual-four competing in the 1992 commemoration of the old Philadelphia Fairmount Park Grand Prix (1908 to 1911). The '09 Chalmers was driven by its owner, Bob Luther of Maryland, who said it was for sale. Does anyone know the current owner or location of this car?



That's all for now and I hope you find the membership list useful. It is provided for your convenience and assistance in Chalmers enjoyment. Please pass on your questions, comments, and other information for the next newsletter.

Dave Hammond