

THE CHALMERS AUTOMOBILE NEWSLETTER

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This issue deals with a registry member who may have a famous Chalmers and he is asking readers to help him. Now to the Chalmers Classified section where there is an unusual item for sale.

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).
- 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)- contact Mike Morris (#65)
- 1915 Chalmers Model 26-C "Six-48" Entz starter/generator, oil gage, distributor, steering wheel, crank, hubcaps, speedometer, and other parts & photos of wood framing (posted 7/2002) - contact Scott Sandersfeld (#69)

FOR SALE:

- 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).
- 1916 & 1919 (major parts for two Chalmers cars). Car #1 is a touring model with complete running gear, motor, transmission, drive shaft, front axle, rear end, and gas tank. It has three wheels with an additional three (possible) spares, steering column with other related components, and complete dash with all gauges/ignition components. Additionally, car #1 has two front fenders, hood, one rear fender, two front doors, seat springs, and rear sheet metal. Car #2 also has all running gear, motor, transmission, drive shaft, front axle, and steering column with other related components.

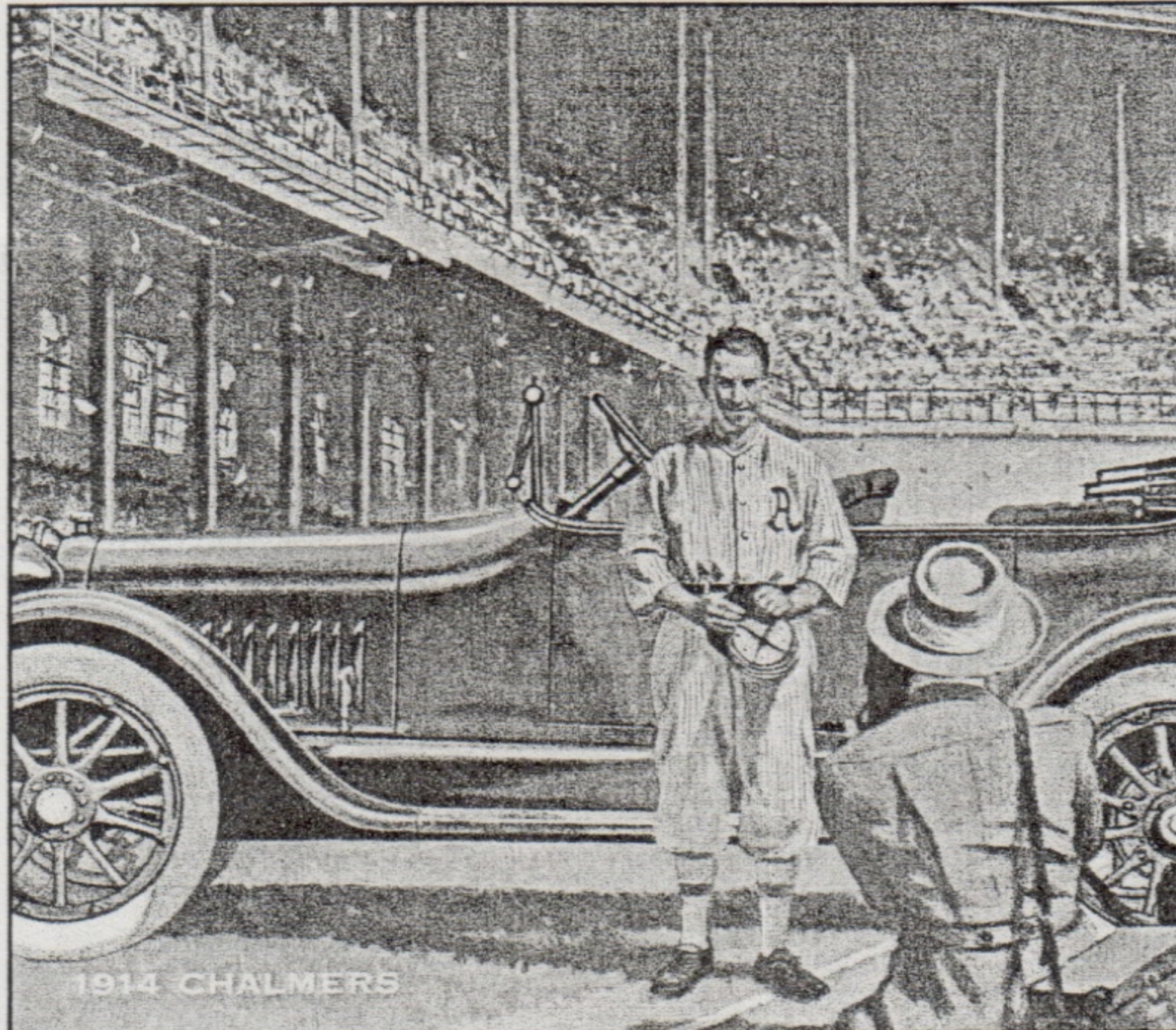
In addition, this car has dash gauges, hood, and some seat springs. Pictures are available and both cars to be sold together for \$500.00 (posted 10/2003) - contact Darrell Lambertson (non-member) in Grants Pass, OR 97527; phone: (541) 659-8891 or (541)-955-4402 and e-mail: dwlambertson@charter.net

SOME QUESTIONS FROM A MEMBER

Terry Hulsey (#23) asks the following questions in a recent e-mail.

"I purchased my 1914 Model 24 from Sam Rollins [ex #23] last November. When we bought the car, it was missing only the pressure gauge for the fuel system and the correct top frames. The car was together and in very good shape. Documentation with the car indicated a correct mileage of 20,000. After a careful review of everything on it, we decided that the best thing to do was a frame off restoration. The car is now disassembled to the bare frame and is almost ready to be refinished on all the chassis components. The discoveries I have made while taking the car apart are the reason I am writing this. First - at the rear of the frame where the half-springs sandwich between two pieces of frame rail, we discovered cracks all the way through the upper portion of the frame for about half the length of the spring mounting. These cracks were not readily apparent when the car was assembled. To repair them, I had to vee out the cracks and then weld them closed. I would strongly suggest you check your car for cracks if you have a similar suspension. If the frame were to crack all the way through at this point it could be catastrophic. An engineer friend of mine theorized that the cracks were probably caused by loose mounting bolts. The second discovery was very exciting to me. My frame was painted maroon and had double yellow pinstripes (or possibly gold or cream; I haven't been able to determine yet). These pinstripes were in the following locations: front axle on each side going up to the kingpin, front springs on the upper surface, rear springs on the upper surface, rear brake shafts, brake shoes, and rear axle on the rear tube surface. The body on the car was a dark blue color, but the inner wheel wells at the rear are the same maroon as the frame. The fenders, hood, and radiator shell were all black on both sides. This color combination was particularly interesting to me because in the several pieces of sales literature and the parts book that I have bought, there is no mention of this type of painting being available. This car showed no evidence of ever having been apart and the maroon paint was in areas that could only have been done when the bodywork was not on the frame. The sales literature states that all chassis were black, but it also states that the cars were available to any color specified. Was this a special order car? Was it perhaps built for a special person? I haven't been able to determine the answers yet. I will admit to harboring a secret hope that I have purchased the Eddie Collins car, as the color scheme seems to match the car he was given in 1914. Does anyone have any ideas or have you noticed this same type of thing on your car? Look carefully, it was not readily apparent at first glance."

In 1914, Eddie Collins played for the Philadelphia Athletics and the "Eddie Collins car" was the last of the Chalmers Awards. The Chalmers Award, which was covered in Newsletter 6-1 back in April of 2001, consisted of a new Chalmers car awarded to baseball's batting champion in both major leagues at seasons end. This award lasted from 1910 to 1914 and so, Terry Hulsey may be correct about his 1914 "Master Six". If any readers can answer Terry's questions or contribute more information, please contact him. Unfortunately, Terry Hulsey missed the spring membership listing; his contact information is: 1604 South Ridge Drive, Marietta, GA 30066, phone - (770) 971-4904, or e-mail - jagman3@bellsouth.net .



A picture of the 1914 Chalmers Award

MORE ABOUT 1914 "MASTER SIX" MODEL SERIES

Introduced in 1914, the "Master Six" was a new George Dunham (then Chief Engineer) six-cylinder design that replaced the "Six" Model. The "Master Six" Series, which includes the follow-on Model 29 in 1915, brought new improvements to the engine, clutch, and the dashboard and control layout.

Advertisements for the Model 24 sometimes called it the "New Chalmers Six". This was because this model represented a fresh new design instead of a further refinement of the predecessor Model "Six" design. Body styles for the Model 24 included:

1. Coupe (3-passenger, \$2,850),
2. Limousine (7-passenger, \$3,600),
3. Roadster (3-passenger, \$2,175),

4. Torpedo (4-passenger, \$2,175), and
5. Touring (6 & 7-passenger, \$2,175-\$2,275).

A record was established by the Model 24, 7-passenger, limousine - it weighed in at 5,475 pounds, making it the heaviest Chalmers car ever produced. The "Master Six" series introduced left-hand steering, which became conventional on all subsequent models. One unusual characteristic of the Model 24 was that all body styles could share the same chassis. Consequently, bodies were interchangeable without chassis alteration. Production life of the "Master Six" series was two years.

Some Specifications on the 1914 Model 24

SAE HP	Cyl	Bore (in)	Stroke (in)	Tire Size (in)	Wheel Base (in)	Car Serial Number Range		
38.4	6	4	5-1/2	36x4-1/2 & 37x5	132	34500	-	38499

The car serial numbers for this Model was on a plate riveted to the right-hand frame side member under the front floorboard and the 37x5 inch tire size was used for the limousine.

Engines for the Model 24 were an improved T-head long stroke design with slightly less bore (and horsepower) and larger valves compared to the previous "Six" F-head. Dual ignition was employed using only one spark plug per cylinder and the valves were made of nickel steel (intake) and tungsten steel (exhaust). Casting of the cylinder block was the same as the preceding models, two groups of three cylinders. The engine was advertised as a "non-stallable motor". This was accomplished with a silent type chain running constantly with the engine to drive a motor generator charging a battery that automatically provided a self-starting feature when on the threshold of stalling. The Chalmers made electric starter was included in this design. Water-jacketed intake manifolds and Rayfield carburetors were used on the Model 24 engines.

The "Master Six" series had an improved self-lubricating clutch of the multi-disc, cork-insert type connected to a four-speed transmission. This premier left-hand drive model series introduced an improved driver control layout. All controls and indicator gauges were located around the center of the dashboard. Combined with the left-hand steering wheel position, this allowed easier entrance for the driver, and better organization of the controls and gauges. Some of the dash controls and gauges included: intake manifold primer, carburetor adjustment, oil pressure indicator, electric light switch, battery indicator, and electric start switch. Brakes consisted of a foot brake and a hand brake both acting on rear drums (expanding and contracting).

That's all for now and I hope you enjoyed the article about a potentially famous Chalmers. As always, forward any questions, comments, or other items of interest for the next newsletter.

Dave Hammond