



Chalmers Automobile Registry

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Hi everyone. It's finally official, the 100th anniversary of the Chalmers will be held in Ypsilanti, Michigan. I will be working with Jack Miller, Miller Motors Hudson Museum stating "We are going to put together an event during the 2008 Ypsilanti Orphan Car Show to honor the Chalmers." All the details have not been worked out, but there will be a tour on Saturday May 31, 2008. The tour will be about 60 miles round trip to an automotive site with lunch being served at the site, and a reception Saturday evening to benefit the Hudson Museum. The car show is on Sunday June 1, 2008. If there is any interest, maybe some group tours or on your own to the Henry Ford Museum, Chrysler Museum, Michigan Firehouse Museum, Detroit Historical Museum, Ford Rouge Plant Tour, Yankee Air Museum, Matthaei Botanical Gardens. If you have not been to the Detroit area or not any time lately, there is a lot to see and do. The hotel information will be available sometime in January and cost. As more details become available I will pass them along. Mark your calendar. If you are planning on attending let me know.

The Museum is also home to the world's last Hudson Dealer. With its records dating to 1927 a priceless part of Ypsilanti automotive history is now preserved. See original Hudson dealer memorabilia and cars displayed.

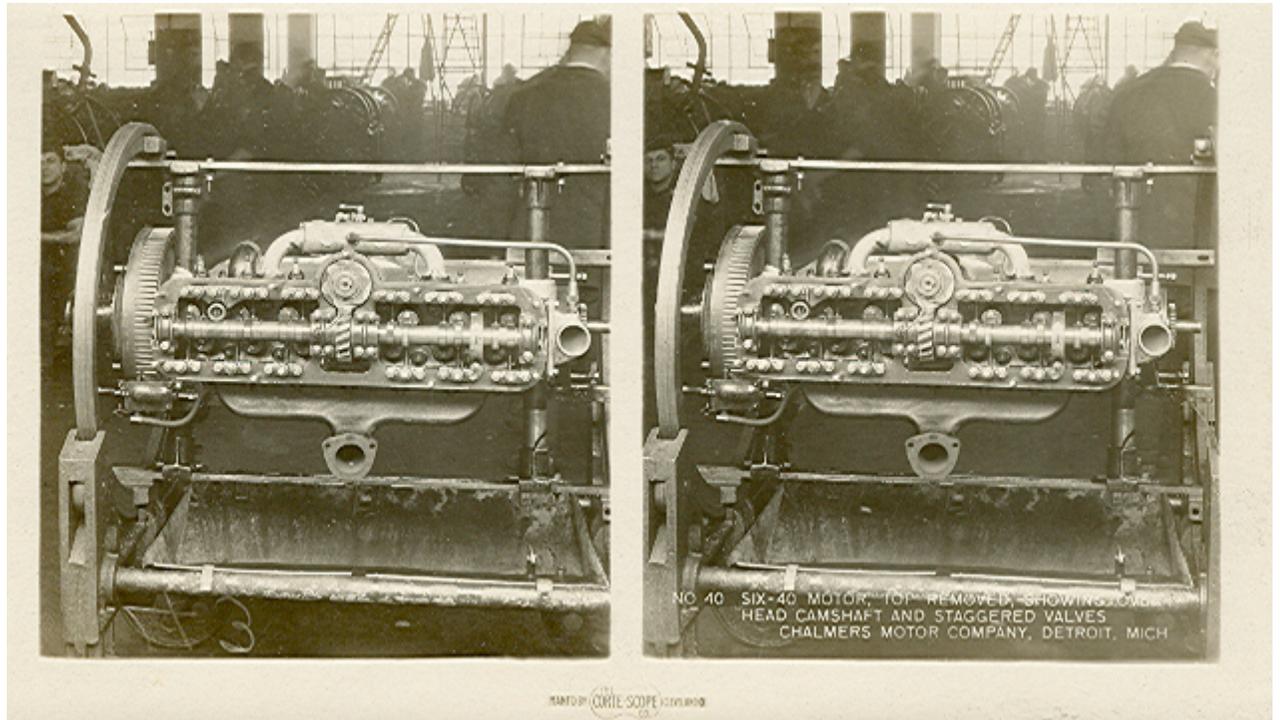


Automotive Heritage Museum and Miller Motors Hudson

You can visit their web site at www.ypsiautoheritage.org

Welcome new member Dale McDermont from Roseville, Michigan. Dale has a 1919 Chalmers Roadster, red with black fenders.

I found this picture of the Chalmers 6-40 motor that was used in the Model 32 A and B. The thing that is interesting, the exhaust manifold is on upside down. Anybody have an idea why?



The above view is the top of the motor showing the camshaft and drive, being the motor is overhead valve and cam. At left is a 6-40 motor in a 1915 32A.

While I was at the Chickasha swap meet I came across the Horseless Carriage Foundation, not to be confused with the Horseless Carriage Club of America. They do research, copies, and sale of literature and have a lot of Chalmers literature. The library is at 8186 Center St., Suite F, La Mesa, CA. 91942. The Mailing address is PO Box 4119 La Mesa, CA 91944. Phone 619-464-0301 Web site www.hcfi.org/

Parts Books

I have two parts books 1912 Model 12 "Six" 1913 Model 18 "Six" and 1916 Model "Six 30" and some 1915 Model 32A and B literature. I already have the 1916 parts book (about 100 pages) on CD PDF file for \$30.00 US funds and includes shipping in the US. Make checks payable to Joe Alackness and mail to 908 2nd Ave, Royersford, Pa., 19468. If you do not have a computer you can go to Staples and they can print copies from the CD.

The following email was received a few months ago and I did a mass email to help Clive and here are the responses I received.

Dear Sir,

I am need of a 1st and 2nd gear selector for my 1913 Model 17 Torpedo Tourer. I was on a Rally here in England last weekend when it 'gave up'. I have stripped the gearbox and am fortunate that no other damage has occurred, (the car was stationary when it happened). Any help or advice would be warmly received. Attached is a photo of my car.
Regards Clive Hawley (Membership No 47)

What exactly did you break? Ted Beebe showed me the 1-2 gear shifter from his Chalmers that he broke. It was broken in the narrow area between where it mounts on the shift rail and where it spreads out to form the fork to engage the gear. His solution was to weld the shifter back together and weld a reinforcing gusset across the break area to distribute the loads. I decided to take his advice and reinforce the 1-2 shifter on the transmission of my 1909 touring. Both of our cars have been in service with this modification for about 3 years with no problem.
Henry Sorensen

Hello Joe, Many thanks for your quick response. Attached are photos of the broken selector. It is fixed on a selector shaft. We thought the selector may be 'pinned' to the shaft but it looks like it is one forging. The selector itself is around 6" long. Once again thanks for your help.
Regards Clive Hawley



They all break, the design is poor. Vee it out at the break, weld it on the front side (the side that has the reinforcement that is too short) make sure it is still flat on the back side (you may have to straighten it) then weld a 1/4" by 1/4" (25mm by 25mm) reinforcement on the back side that ends just short of where the fork enters the shift collar. It now no longer has a stress riser at the point of maximum stress, will last indefinitely. Everyone I know with a Chalmers with this transmission has had to do this. By the way, how are your gear detents? Does it pop out of gear on a downhill coast in second gear?
There's a fix for that too.
Good Luck!
Ted Beebe

Joe

This break is in the exact place that Ted broke his. He welded the shifter back together and as I said he welded a reinforcing gusset on to spread the load and extends the gusseting effect further down the shifter. Have you tried e-mailing Ted Beebe he may have a photo.
Henry Sorensen

Joe,

I looked at the pictures you sent am not sure what the big deal is. Sure it would be nice to be able to find these shifting forks (that's what I call them) but I doubt it will be an easy find. They are forgings so welding would not be too hard to do. One of them looks like it is bent and should be able to be straightened. The rails look bent also but they should be able to straighten. If not they are made of round stock so they could be remade. I would be concerned as to what cause the damage in the first place as that will have to be corrected before the whole thing is put back together.

Al Shaw

Joe/Clive, It would be more likely that it is two pieces. Putting that observation aside, the broken piece can be welded back together by a competent welder. Do not braze as it will have no strength. Terry Hulsey

Hello Joe,

I have emailed Jerry back thanking him for his help. Tomorrow we are having the selector welded and strengthened. We will then put the Gearbox back together, and hopefully all will be well again. I have been most humbled by the superb response from yourself and other Members of the Register. I will keep you informed as to our progress and hopefully a satisfactory outcome.



Cheers Clive



On the left, Miss Chalmers, and on the right, Miss Maxwell in this early twenties publicity shot.

I'm sorry I don't remember who sent this picture of Miss Chalmers and Miss Maxwell.

Hi Joe,

While I am up here visiting in Fremont, I had an opportunity to research the "What is it" photo in the latest Registry newsletter (4 / 07 Vol. 12 Issue 1, pg.6).

I believe the photo of Dave's Grandfather Fred, shows him sitting in a 1912 Chalmers 30 Open Front Pony Tonneau, 4-passenger, Model 11, which cost \$1,500 new.

My reference source is 70 Years of Chrysler, by George Dammann. The car is shown on pages 78 (Closed Front Model), and the Open Front Model on page 80.

The photo on page 80 appears to be almost identical to the photo Dave submitted, without his Grandfather in the front seat.

The other subject that I wanted to remind you of, is that my statement on page 8 of the Registry, regarding the top holders (DA 3747 DA3748) is incorrect. Those holders were used through 1919, not 1921. If you examine closely, the "1920 Model 35C" photo on the referenced page, you will notice that the method of attachment for Ted Saugstad's 1920 Model 35C holder, differs from the 1916 (Model 35A).

Is there anyone out there who wants to trade a 1916 version holder for a 1920/1921 type?

Regards,

Bob Du Bois

5/5/07

Hello Joe,

Bob DuBois was looking to keep a record of Chalmers top irons. I took one off my totally original, unrestored 1911 Model C touring and took a photo of it. But I don't have an email address for him, to pass it along. The casting is 8 1/2", but 9" overall with the latch. Could you pass it on to him please?

Thank you in advance,

Barrie McClung

5/4/07

What is it? Thanks

Thanks to all that replied to the "What is it?" question. John Rehberg says "1911 Model M Chalmers 30 Pony Tonneau. It's not a 1910 Model K, they had straight back fenders. 1911 had the rounded down fenders. There were some of the M's sold in 1912."

Hi Joe

Wow, you have some very knowledgeable members. My thanks to Mr. Beebe and Mr. Rehberg.

I like the newsletter. I write for my car club (ISOA - Illinois Sports Owners Association) newsletter sometimes and I like the fact that yours is (or can be) sent in a PDF file. We are Triumph car owners and we have a great "parent" organization in the Vintage Triumph Registry. They have fairly complete original factory records from the beginning of Standard Automobile production in England.

Thanks again, and best of luck keeping those great old cars on the road. That is, after all, what it is all about.

Dave Stevens

The Chalmers Automobile Registry Classified listing is intended as a service for members to advertise Chalmers cars and parts that are for sale and or wanted. Non members contact Registry for rates. Listing will be for 6 months and can be extended by contacting the Registry. Please contact the Registry regarding items that should no longer be listed. ChalmersRegistry@aol.com or Joe Alackness 908 2nd Ave., Royersford, PA. 19468

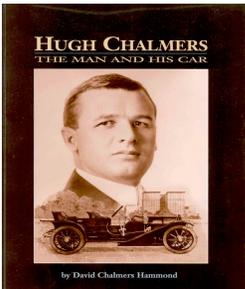
For Sale



For Sale

White Chalmers Golf Shirts, Stedman by Hanes with Chalmers Emblem on pocket.

Sizes XLarge (46-48), Large (42-44). \$20 includes shipping in US. Make check payable to Joe Alackness and mail to Joe Alackness 908 2nd Ave, Royersford, PA. 19468



“Hugh Chalmers: The Man and His Car” the book by Dave Hammond \$25 plus \$7.00 Priority Mail or \$3.50 Media Mail shipping and handling. Make check payable to Ruth Hammond and mail to 110 Sourwood Dr., Hatboro, PA. 19040

For sale: 1920 Chalmers, Model 35-C, 5 pass. touring. Ground up restoration. AACA Senior winner 2003. Complete set of side curtains, original tool set and owner's manual. Built-in Kellogg air pump. Blue with black fenders and top. Photos on request. \$27,000.

Email tedelaine@bellsouth.net or phone 770-579-2672

Editor Note: these lights are for sale contact Rick if you are interested. Could you tell me what year these Chalmers lights are and what they are worth? They are in good shape other than finish and the one on the right has a dent on the back.

Thanks Rick S.

Email mighty1924@comcast.net



(Editor's Note I received this email from Clarke)
I guess I would be happy selling the 1912 Chalmers brochure for \$125.
That's less than \$4.00 a page. It is 32 pages not including the cover.
It's in very good condition with one pencil mark next to the model my
great grandfather bought. I would be glad to E-mail interested parties
a few pictures.

Thanks

Clarke Taylor

Home phone: 603-887-3602 oldcarrestorer@comcast.net

Wanted

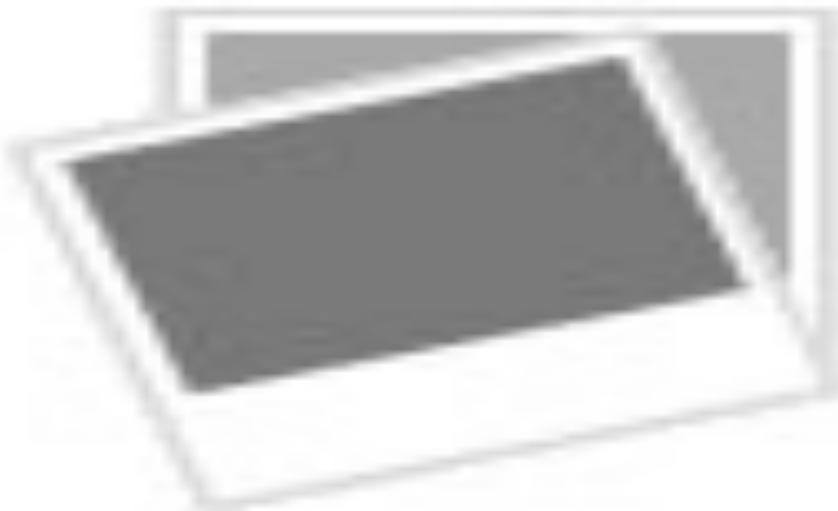
Wanted Right rear axle (I think both are the same), speedometer
cable, and generator for a 1915 Model 32 6-40 Lee Lemens #48

Wanted 1908-1912 Chalmers and footrest for the rear of a touring
car see picture on right. Joe Alackness 610-948-1326 or
chalmersregistry@aol.com



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For comments, question or to join the Chalmers Automobile Registry contact Joe Alackness 908 2nd Ave, Royersford, Pa 19468. Web site www.chalmersregistry.com
Email chalmersregistry@aol.com



Post card of a
1916 Model "30"