

REVOLUTIONS PER MINUTE OF

ORBIN-BROWN
SPEEDOMETER

The Veeder Mfg. Co. of Hartford, Conn., leading experts in the testing of mechanical instruments, have made the following report of a test of a stock Corbin-Brown Speedometer.*

Speed Miles per Hour	Correct No. Revolutions Gov. Shaft	Actual No. Rev. per Min. of Gov. Shaft	Percentage of Error
5	213	209	-1.88
10	427	442	+3.51
15	640	653	+2.03
20	853	860	+0.82
25	1067	1056	-1.03
30	1280	1278	-0.16
35	1493	1490	-0.20
40	1707	1708	+0.06
45	1920	1904	-0.83
50	2133	2104	-1.31
55	2347	2328	-0.84
60	2560	2554	-0.23

Governor Shaft makes 2560 Revolutions per Mile

* July 29, 1912



ORBIN-BROWN
SPEEDOMETER
for
Motorcycles

H. CUNTZ
PALM BEACH, FLA. NY-1913

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AMA - DETROIT
1912
YEAR CODE BOX



SPEEDOMETER

for

MOTORCYCLES

SIMPLICITY of construction is even more essential in a speedometer for motorcycle use than in one built to record automobile mileage.

That a motorcycle is subjected to infinitely greater jarring is self-evident.

Therefore, simplicity and strength of mechanism are the prime factors that determine the worth of a speedometer for this purpose.

In the Corbin-Brown speedometer—built especially for motorcycles—practically the entire mechanism consists of two compound governors. There are no delicate parts to become jarred loose or broken and render the instrument inefficient or useless.

The Corbin-Brown is calibrated up to 80 miles, and records low mileage just as accurately as high.

In fact, the Corbin-Brown is the only motorcycle speedometer that indicates accurately all speed whether it be low or high.



The Corbin-Brown Speedometer is **ABSOLUTELY** accurate because it is built on the centrifugal principle of physics. Therefore it is not subject to the marked fluctuations and inaccuracies due to climatic changes which characterize speed indicators of the magnetic type.

Changes in temperature do not affect the accuracy of the Corbin-Brown.

It is equally reliable and true at the zero of Christmas as during the torridity of July.

The Bureau of Standards of the United States Government has made exhaustive tests of the "magnetic" type of speedometer and has proved that such instruments show a variance during hot and cold weather of more than 20%.

The indicator of the Corbin-Brown is so adjusted that there is no "wabbling" or oscillation of the hand, regardless of how fast the motorcycle is traveling.

The indicator is pivoted at the centre of the dial and therefore does not obstruct at any time a clear view of all the figures on the trip odometer.

The Corbin-Brown is made of specially hardened steel and brass. There are no "die-cast" parts. It is built with the precision of a high grade watch.

The odometer is so constructed that it cannot jump and always registers correct mileage. It records a total of 100,000 miles and therefore overcomes a disadvantage possessed by speedometers which record a total of only 10,000



miles. Such speedometers make it difficult to keep an accurate record of the complete mileage the machine has accomplished.

Every Corbin-Brown Speedometer is calibrated by hand and tested to absolute accuracy before being sent out.

The dial is of a white or rich brown color, with figures and indicator in brown or white at the purchaser's option.

The Corbin Screw Corporation Division

(The American Hardware Corporation)

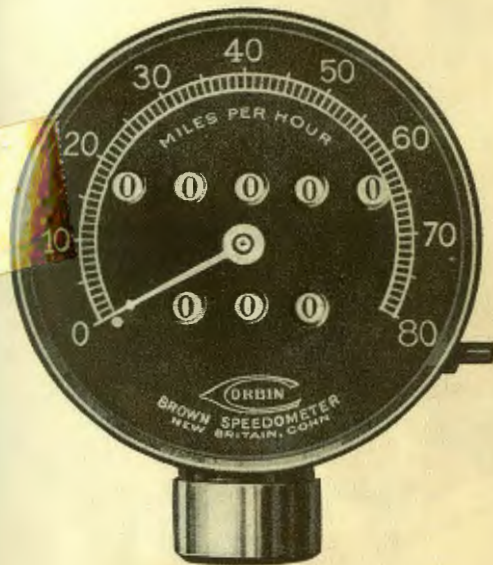
New Britain, Conn.,
U. S. A.

DISTRIBUTORS

Corbin Screw Corporation Division,
American Hardware Corp. of New York
96 Lafayette Street.

P. & F. Corbin of Philadelphia,
N. W. Cor. 8th and Arch Streets.

The Corbin Screw Corporation of Chicago
65-67 West Lake Street.



PRICE \$15.00

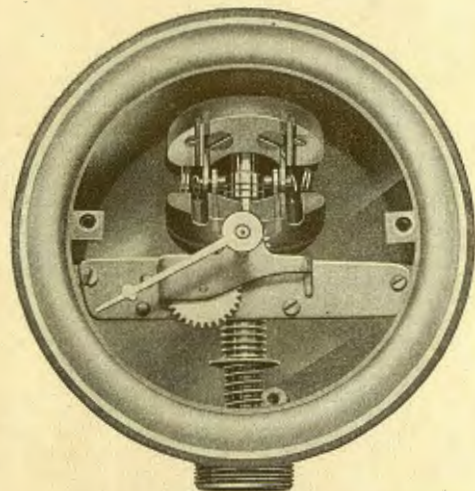
We are ready to equip all of the prominent makes of motorcycles with the Corbin-Brown Speedometers—having our perfected rear drive attachment.

Insist on the

CORBIN-BROWN

Can be equipped by any motorcycle dealer
or repair shop

When ordering speedometers, please give name of
Motorcycle and size of Tires



SHOWING SIMPLICITY OF

CORBIN-BROWN MECHANISM

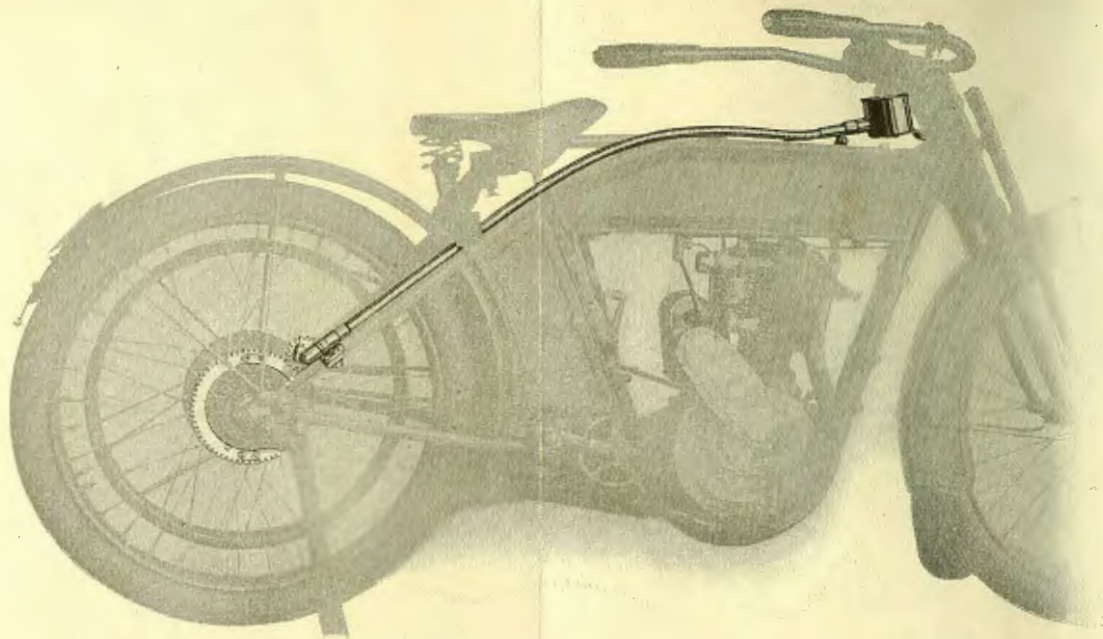
Simplicity spells efficiency.

Note the absence of complicated mechanism.

In the Corbin-Brown Speedometer, the parts are few and strong, assuring durability.

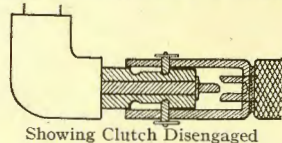
Its centrifugal governor has four balance weights so sensitive that they respond to the slightest increase in speed.

This centrifugal principle of the Corbin-Brown Speedometer is the same as that applied to the regulation of engines. It insures absolute regularity of revolution.

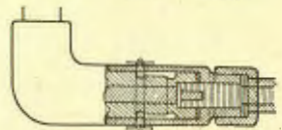


The Corbin-Brown REAR DRIVING ATTACHMENT is so constructed that the speedometer may be instantly DISENGAGED from the driving sprocket. A slight pull of the cable does it. As a result, there is no recording of mileage while motor is being tuned up on stand. False registration for the season is therefore prevented.

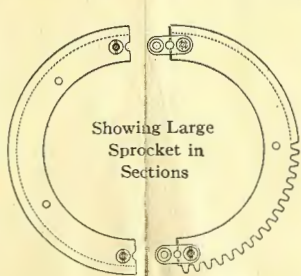
For the rear wheel the driving sprocket is made in two parts so that it may be easily slipped into place without disturbing even slightly the motorcycle's wheel or chain adjustment. These two parts are held securely together by clamps and to spokes of wheel by clips.



Showing Clutch Disengaged



Showing Clutch Engaged



Showing Large Sprocket in Sections



Showing Sections of Large Sprocket Joined

It is an unquestioned fact that the construction of the flexible shafting is responsible for much of the inaccuracy and unreliability of speedometers.

Too much friction in the casing results—or friction is minimized at the cost of durability.

The Corbin-Brown flexible shafting consists of a succession of eye-links and solid links.

The solid link gives a smooth bearing thus minimizing friction and insuring smooth running.

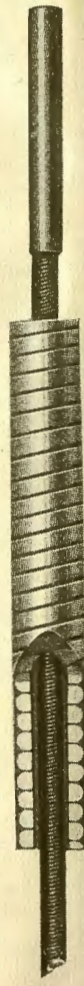
The strength of these links makes breaking almost impossible. If perchance, one should break, the replacing with a new link is so simple a matter that anyone can do it.

GUARANTEE

The Corbin-Brown Speedometer is guaranteed for twelve months from date of sale. We will replace any defective parts due to mechanical defects or workmanship, if returned prepaid to our factory subject to our inspection.



$\frac{3}{8}$ Inch Diam. Shaft



$\frac{1}{2}$ Inch Diam. Shaft