

*Every Live Dealer
carries
Standard
Speedometers
in stock.*



You want a Standard.

FILE COPY
He will supply you.

PATENT LIBRARY

AMA - DETROIT

1912

YEAR

CODE

**STANDARD
SPEEDOMETER**
"THE INSTRUMENT OF PERMANENT ACCURACY"

AAC

**STANDARD
MOTORCYCLE
SPEEDOMETERS**

HAVE LED FOR
EIGHT YEARS

Standard Thermometer Co.

65 SHIRLEY STREET

BOSTON, MASSACHUSETTS

H. CUNTZ

1912

H. CUNTZ
1912

STATEMENT.

The Standard Speedometer is of a type called centrifugal.

PRINCIPLE.

If two weights on opposite sides of an axis are rotated they tend to fly apart in a greater or less degree, depending upon the speed of rotation.

The amount of force generated is totally unaffected by weather, be it hot, cold, wet or dry.

The basic principle involved is old, its commonest application being to governors of steam engines where its absolute reliability has made its use exclusive.

A sliding weight centrifugal governor with a counterbalancing rack is used in the Standard. This type of governor works equally well whether the speedometer is horizontal, vertical or in any other position and its operation is totally unaffected by mechanical vibration.

WHY WE DO NOT MAKE MAGNETIC INSTRUMENTS.

We do not make magnetic speedometers because magnetic governors vary with hot, cold, wet or dry weather and in addition magnets lose strength with age and the instruments become even more inaccurate. The U. S. Government in an official report states that the error of a magnetic instrument between the highest and lowest temperatures in a season is as high as 28%.

ACCURACY.

We maintain that the Standard Speedometer is the most accurate instrument built. The average error will not exceed one-half of one mile. This degree of accuracy is totally unaffected by temperature, weather or age.

Because of its uniform performance, more Police Departments use the Standard than any other make. Nearly all of these Police Departments make a test once each week over a measured course. For their purpose a speedometer which is not invariably accurate would be absolutely worthless.

QUALITY.

The Standard Speedometer is made of the most suitable materials that can be obtained regardless of cost. A high standard of workmanship is maintained by a careful inspection system and the use of limit gauges. Special drop forging dies have been made at great expense and jigs are used in order to secure absolute uniformity and interchangeability. Our assertion that we have the best motorcycle speedometer built is borne out by the use of the Standard on more motorcycles than all the other makes of speedometers combined.

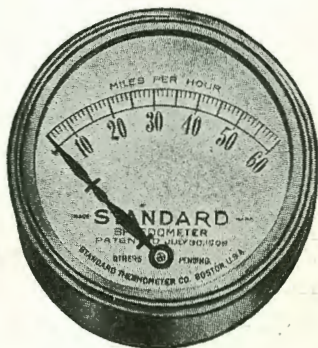
FINISH.

All motorcycle fittings are polished and heavily nickel plated.



The Thor is a hard machine to fit with a speedometer, but we have done it successfully. Judge for yourself.

No. 1



3 INCH, 60 MILE OR 80 MILE DIAL

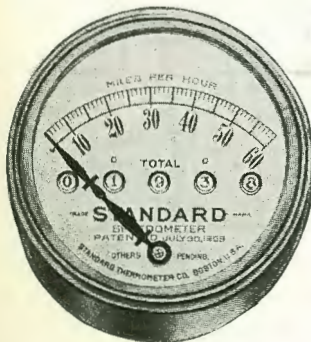
Complete with Shaft and Fittings

\$12.00

FRONT DRIVE INDIAN ATTACHMENT



No. 2

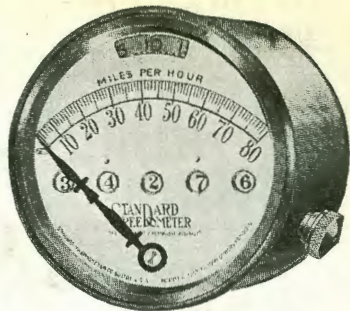


3 INCH 60 OR 80
MILE DIAL,
SEASON
ODOMETER
ONLY

Complete with Shaft
and Fittings

\$14.50

No. 3



3 INCH, 60 OR 80 MILE DIAL, 10,000 MILE
SEASON AND 100 MILE TRIP ODOMETER

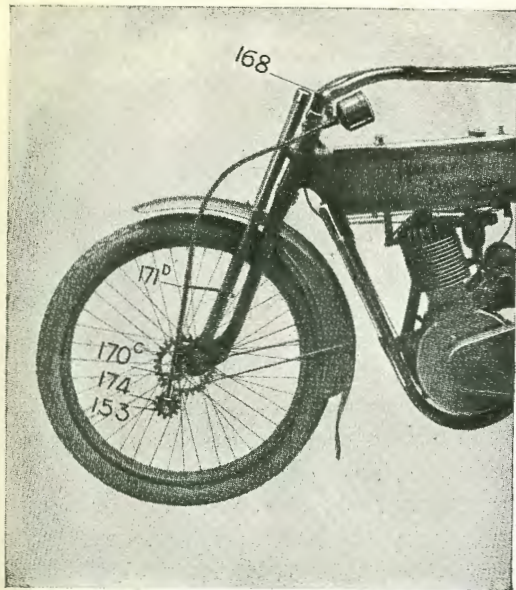
Complete with Shaft and Fittings

\$16.00



The manner of attaching Standard Speedometers depends upon the construction of the motorcycle. We can supply fittings for any American motorcycle.

HARLEY-DAVIDSON ATTACHMENT

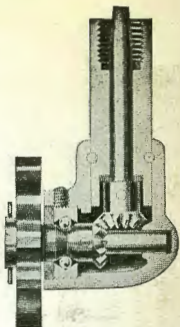


METHOD OF DRIVING.

Our method of driving the speedometer from the front wheel of spring fork motorcycles is the only practical one in use. Being patented, the use of infringing devices is absolutely prohibited.

Special long axles are supplied for motorcycles requiring swivel fittings which permits the use of large swivel bearings. This insures that the fittings will remain tight after long usage.

A rigid tube is fastened to the axle by a drop forged arm which pivots upon a steel bearing. The tube has a reciprocating motion, due to the action of the spring fork, and is held in a position at its upper end by a guide which is clamped to the fork. A driving gear is clamped to the spokes of the motor-cycle which meshes with a fibre pinion which is attached to a spindle which projects from a ball-bearing bevel joint.

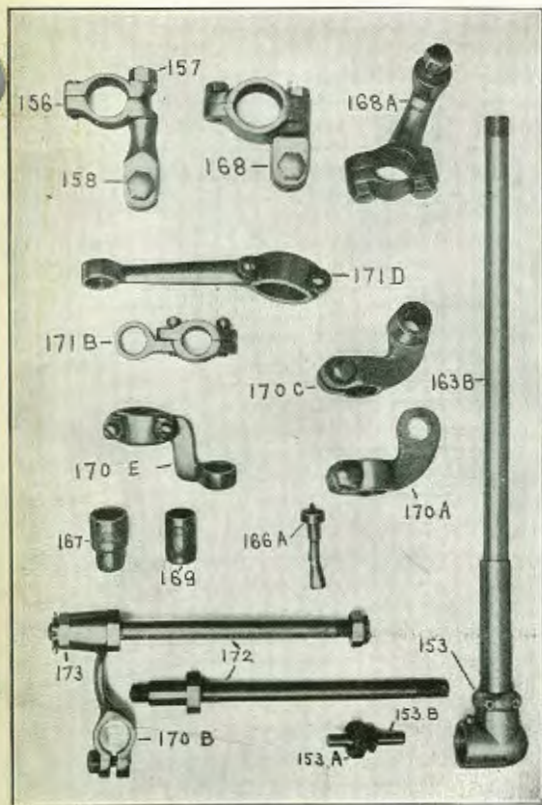


Ball-Bearing Joint

From the top of this tube to the speedometer head we use a flexible tube made of a special rolled steel stock which is practically unbreakable, being from six to ten times stronger than anything of its kind ever before manufactured. This tubing is patented by us and is made in our own factory. You cannot obtain this valuable feature in any speedometer except the Standard.

Our flexible shaft rotated in the flexible tube is made of steel links. In case of accidental breakage the repairs can be easily made by the rider.

SPECIAL FITTINGS



**WE CAN FURNISH FITTINGS FOR
ANY STANDARD MOTORCYCLE.**

DIRECTIONS FOR ATTACHING SPEED-OMETERS TO MOTORCYCLES.

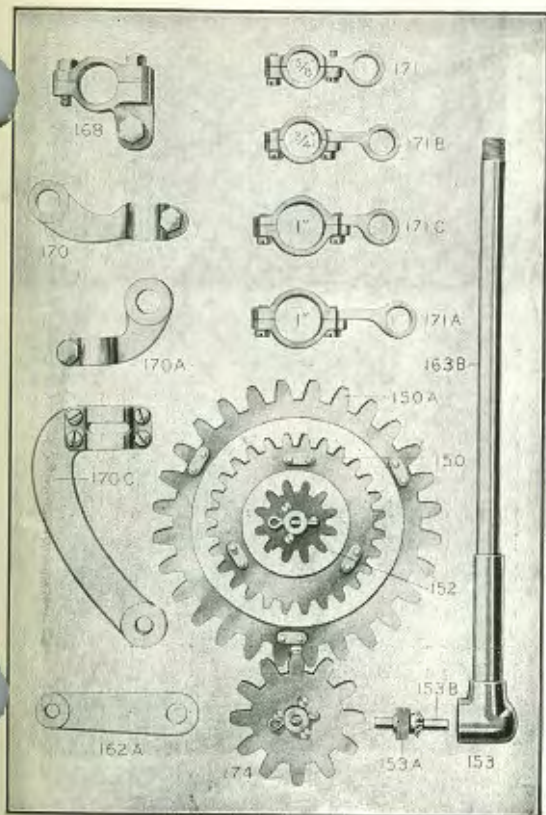
First remove the front wheel and attach the driving gear to the spokes by removing one screw in each spoke clamp. The driving gears are furnished with three, four and five clips according to the number of spokes in the front wheel, the standard number being three clips for a 36 spoke wheel.

If the attachments include a swivel fitting the axle of the motorcycle should be replaced by the special one which we supply with the swivel fitting already attached and adjusted. Slip the axle into place with the rigid tube in a horizontal position, the rigid tube and flexible tube can then be swung up into place and the guide clamp fastened to the fork. In fastening guide clamps into position place them at least one inch below the coupling on the top of the rigid tube so that, when the fork springs rebound, the coupling will not come down on the guide.

In attaching the speedometer to machines not requiring swivel fittings the arm which supports the rigid tube is fastened directly to the motorcycle axle or to the stay which goes to the fork spring.

Attach the speedometer to the bar with the head clamp and allow an easy curve and enough slack in the flexible tube to allow for rebound of the forks.

SPECIAL FITTINGS



PRICE LIST OF PARTS

	Flexible Shaft, per foot . . .	\$.50
	Flexible Tubing, per foot . . .	.40
150	Driving Gears, small teeth . . .	1.00
150a	Driving Gears, large teeth . . .	1.00
151	Spoke Clamps, per set . . .	.15
152	Fibre Pinions, small teeth . . .	.75
153	Bevel Drive Elbow . . .	1.00
153a } 154b }	Bevel Drive Gears and Spindles . . .	1.00
	Bevel Drive Joint, complete with Gears Spindles and Fibre Pinion	2.50
154	Split Clamp . . . . .	.35
155	Rear Drive Fork Clamp . . .	.75
156 } 157 } 158 }	Handle Bar Clamp	1.00
163	Rod fitting (1911) Harley . . .	.75
163a	Rod fitting (1911) Indian . . .	.75
163b	Rigid Tube	1.00
166	Flexible Shaft Coupling, (Old Style) . . . . .	.20
166a	Flexible Shaft Coupling, (Ball Bearing) . . . . .	.40
167	Flexible Tube Coupling, (Ball Bearing Type) . . . . .	.40
167a	Flexible Tube Coupling, (Plain Bearing Type) . . . . .	.20
168	Handle Bar Clamp, 7-8 or 1" . . .	1.00
168a	Handle Bar Clamp, 7-8 or 1" . . .	1.00

170a	Swivel Fitting 1912 Harley Davidson	1.00
170	Swivel Fitting 1912 Indian . . .	1.00
170b	Swivel Fitting 1913 Indian . . .	1.00
170c	Swivel Fitting 1913 Harley Davidson	1.00
170e	Guide Clamp, Excelsior . . . . .	.75
171	Tube Guide, Indian . . . . .	.75
171a	Tube Guide (Old Style Har- ley Davidson) . . . . .	.75
171d	Tube Guide (1913 Style Har- ley Davidson) . . . . .	.75
171m	Tube Guide, (1913 Merkel) . . .	.75
172	Special Long Axles, (Names the Motorcycle)	1.50
173	Castellated Nuts . . . . .	.25
174	Fibre Gears (large teeth) . . .	.75





In this catalog you will find cuts showing Standard Speedometers attached to machines having several types of spring forks.

We carry fittings in stock for any American motorcycle.

GUARANTEE

WE GUARANTEE Standard Speedometers against all mechanical defects. Should any defect due to workmanship or material develop in the instrument, it will be repaired free of charge if returned to the factory, carriage prepaid. If accidentally broken repairs will be made at a minimum expense if returned to the factory, carriage prepaid.

DISTRIBUTORS

BROWN & CAINE,
1517 Michigan Ave.,
Chicago, Ill.

E. J. EDMOND CO.,
1783 Broadway,
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GORMAN BROS.,
4049 Olive Street,
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Toronto, Can.

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BALLOU & WRIGHT,
Portland, Oregon