

Motor Coupled Leica 250 Survey

Jim Lager

Approximately one thousand Leica 250 Reporter cameras were manufactured, but only a tiny percentage of these were fitted to accept an electric motor drive. A Leica 250 with such a motor coupling can be identified internally by removing the baseplate and checking to see if the camera possesses a mechanical coupling as shown in the illustrations.

Three distinct coupling types exist: full slot, half slot and ramp. Leica 250 cameras with the full slot coupling were prepared to accept a Leica Motor utilizing an external MOODY type tripping arm. Figures 1 and 2 show the full slot coupling in the camera and the corresponding drive dog on an external-trip Leica Motor. I have inspected only one motor of this type.

The half slot coupling was employed with a Leica Motor but, unlike the full slot arrangement, the half slot had an internal linking of the shutter release. The half slot drive dog of the motor mated to the half slot coupling of the camera, and a pull-down claw in the motor hooked over the transverse spring in the camera to effect the shutter release. Details of this arrangement are shown in Figures 3 and 4. I have not inspected a Leica Motor with the half slot drive dog.



Fig. 3. Half slot coupling and transverse spring on Reporter No. 352678. This camera is engraved with a capital M and the legend 'E. Aeronautica'. Shipped to Cattaneo agency in Italy on May 20th 1943.

Fig. 4. Engravings on Reporter No. 352678.



The most commonly seen coupling is the ramp type illustrated in Figure 5 with the sloping surface of the coupling and the transverse spring being clearly visible. Figure 6 shows Leica Motor 10038 with ramp type drive dog and pull-down claw; this motor, matched to Reporter No. 352412 was delivered to Berlin on the 10th December 1941. The chart below shows details

of eighteen known examples of motor-coupled 250 cameras, including their consignment destination. Approximately a hundred electric Leica Motors were prepared for the 250 between 1941 and 1945, with motor serial numbers ranging from 10001 to 10100. Only a very few have survived, and owners of such cameras are encouraged to help complete research by providing detail of camera serial number and coupling type (including photographs, if possible) to the Author.

(Members able to provide such information to Mr Lager are welcome to do so through the Newsletter Editorial office. I will then ensure that it is forwarded to Jim, as I have already done in a couple of cases. Complete confidentiality of information supplied can be provided, if desired. Ed.)



Fig. 5. Ramp type coupling and transverse spring on Leica Reporter No. 352653. Also, note film tensioning roller.

Fig. 6. Leica Motor No. 10038 showing ramp type drive dog and pull-down claw which hooks over transverse spring of the camera.



Fig. 7. Chart showing coupling type, camera serial number and shipping data.

Coupling	Serial No.	Shipped
Full slot	300095	2nd June 1939 to London
Full slot	324028	24th June 1939 to New York
Full slot	324038	24th June 1939 to New York
Full slot	324079	3rd November 1939 to Stockholm
Full slot	349015	26th March 1940 to Berlin
Full slot	352343	19th November 1940 to Cattaneo, Italy
Full slot	352372	14th November 1941 to Cattaneo, Italy
Half slot	352384	10th December 1941 to Cattaneo, Italy
Half slot	352406	18th December 1941 to Berlin
Half slot	352436	12th January 1942 to Cattaneo, Italy
Half slot	352464	2nd January 1942 to Cattaneo, Italy
Half slot	353640	12th October 1949 to Freiburg
Half slot	353678	28th May 1943 to Cattaneo, Italy
Ramp type	352412	19th December 1941 to Berlin
Ramp type	352452	2nd January 1942 to Cattaneo, Italy
Ramp type	353653	9th October 1945 in Germany
Ramp type	353667	No entry
Ramp type	353672	28th June 1943 to Berlin

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