

HCFI NEWSLETTER

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Volume 10 #2

“The Information Place”

Beverly Rae Kimes, Gone but not Forgotten



**Beverly Rae Kimes August
17th, 1939—May 12th, 2008**

Many people became acquainted with Beverly Rae Kimes through the Automobile Quarterly Publications that she was a major part of for many decades. Initiated in the spring of 1962, the publication soon became the gold standard for people with a passion for all things automotive.

Beverly Rae Kimes joined that organization as an editorial assistant in the fall of 1963 and rose to the rank of assistant editor by spring of the next year. By the summer of 1966 she became the associate editor and later became the managing editor. The accession to higher titles offers a sense of greater prestige but fails to address all of the values & qualities Beverly

Rae Kimes brought to her organization over the years.

Along with her considerable skills as an editor, she was an author of great merit. She wrote articles about cars that were mundane and cars that were exotic and created an equally high level of interest with



her factual details and anecdotes that required considerable research. A listing of her many published books would be too numerous to cite, but I have several of them in my library and I use them often as an accurate and trusted factual point of reference.

Dan Burger is an Automotive Journalist with numerous articles and several books to his credit. The local resident was the staff writer for the Auburn-Cord-Duesenberg Museum in Auburn, Indiana and a frequent contributor to several automotive publications. A member of the Society of Automotive Historians, Dan wrote his 1st article for Automotive Quarterly on the background of Alan Leamy, the chief stylist for Americas 1st front wheel drive production car, the Cord L-29.

My wife & I had the privilege of

meeting Beverly Rae Kimes at several Classic Car Club events and

Rolls-Royce National Meets over the years. Dan related that he'd never had the pleasure of meeting with Beverly in person.

In his words:

I never met her or worked directly with her on any of my AQ articles (there were only two or three and that was 25 or 30 years ago). I can tell you though that I thought she was the Rolls Royce of writers in the vintage automotive category. Her research was extraordinary whether she was relating mechanical significance, one-of-a-kind discoveries, or historical documentation. And her writing style was not only noteworthy for its precision, it was wonderfully accentuated with anecdotal stories told by and about the automotive industry's cast of characters. When I worked at the Auburn-Cord-Duesenberg Museum and did a little bit of writing for AQ and a few of the other vintage car magazines, I looked forward to each issue of AQ arriving. Her efforts were a big part of that anticipation. Her articles inspired me as a writer. Even when she wrote about subjects that I didn't think I cared about, reading them changed my mind more times than not. I always felt like I had so much to learn from reading her articles and books. One thing I could say about her work is that, like Rolls Royce, you could trust her to deliver excellence.

Reid Carroll,
HCFI, Public Relations Officer

Dodge Bros. Artificial Test Hill, Sand Pit and Speedway



Dodge Bros., Detroit, Mich., have completed a 1/2-mile speedway, test hill and sand pit on the factory grounds for the purpose of testing their test men off the public streets and roads. The hill is 532 ft. long by 39 ft. wide and has two approaches with varying grades. Over 215,000 ft. of lumber is used in the track, in which no pedestrians are allowed.

The Automobile

AUTO CARRIES TELEPHONE

Cycle and Automobile Trade Journal
January 1910

Something new in telephone work during an automobile run was developed recently in Texas. The awakening of the South to a keen interest in the motor car has extended down to the Lone Star State.

One of the numerous reliability runs was conducted between San Antonio and Dallas. Among the entrants was D.A. Walker, the president of a telephone company, with a big Rambler car carrying a portable telephone.

By means of a long fishing pole with a hook at the end, Mr. Walker was enabled at any time to ring up any connecting point along the lines without getting out of his car.

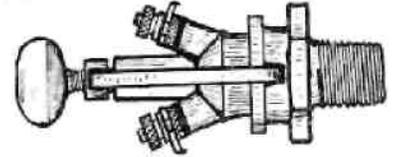
One day, while many miles from any station, he made arrangements for the governor of Texas to be entertained by the auto men at dinner where the night stop was made.

If a car broke down the wire along the roadside was tapped and messages for relief were promptly sent.

Points ahead were kept well informed of the progress of the cars, from time to time, and the usefulness of the plan was demonstrated many times.

"MINOGUE" DOUBLE SPARK PLUG

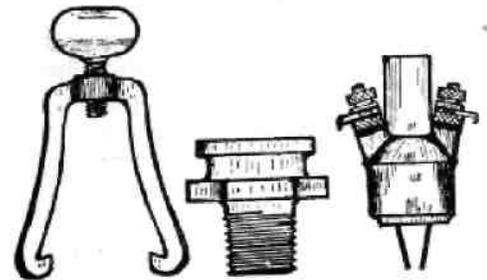
The spark plug illustrated in the accompanying cuts is manufactured by the M. F. D. Motor Parts Co., 1314 Arch street, Philadelphia, Pa. The two views show the plug with its parts assembled and also taken apart. The plug is taken apart by unloosing the thumb nut, removing the binding yoke and taking porcelain from socket. The socket need not be removed



The "Minogue" double spark plug.

from the cylinder, but can be easily cleaned in place. When the porcelain is removed the socket also serves as a priming cup. The porcelain can be removed as often as desired, as the air-tight joint is made by an asbestos copper-covered gasket. If the porcelain should become defective, it can be replaced with a new porcelain.

To attach this plug screw the socket into the cylinder with the porcelain and yoke detached. Attach magneto wire to one side and battery to the other. Put yoke in position centrally and screw down firmly.



The "Minogue" double spark plug disassembled, showing the yoke, socket and porcelain.

If at any time a fresh sparking point is wanted remove tension on screw and turn the porcelain around in the socket a little way. If it is desired to use the plug singly, adjust the points for a proper gap and attach the little connection which is furnished with every plug, from one pole to the yoke.

The material used in the construction of this plug is the very best obtainable. The clamp yoke is of a high grade steel, drop forged. The socket is machined from solid cold roll steel. The porcelains are made by the dry process, which insures the action of a high degree of heat and electric voltage without injuring the porcelain. All metal parts are nicked and highly polished.

This plug lists at \$1.50. A kit of four complete and two extra porcelains packed in a small box sells for \$5.00.

HONORARY LIFE MEMBERS

- Philip & Joy Reed
- Marian Teague Jeanne Deringer
- Peggie Eccles
- Bill & Loraine Cuthbert
- Paul Kettenburg*
- Jack & Gail Garrison
- Mr. & Mrs. Ross Bewley
- David & Sandra Coet

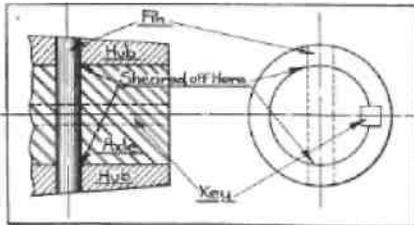
STAGGERING REAR WHEEL Editor

THE AUTOMOBILE

[1,941]—Can you tell me through "Let-tara interesting info instructive" what would cause this trouble: The right-hand rear wheel "taggers" over rough pavement and very frequently I rattle the hub pin! I-k. EBH three pieces. The key also wears very rapidly. The car is a 1910 runabout. All other wheels run as smooth as new.

A. A.

Your trouble, very apparently, is that the hub is loose on the axle, allowing it to move slightly in one direction and then in the other, when running over rough pavement. This alternate back and forth movement shears off the pin and makes the key loose. The remedy is to have the hub bored out large enough to allow of a



How Hub Pins B:cak

ing a bushing into it Then [lie latter ilioUJ be rchorcd to axle size, allowing not <K(r two-thousandths of an inch for clearance. This will be light enough so that a few light blows with a hammer will be required to put it into place. Then a new key should be made which is a driving fit. As to the pin, have a new one made of a superior material, say, nickel steel. Then be sure that this is a light fit also, and drive it into place yourself. If everything is tight, there can be no "wobble" or "sagging," which results in the sheared pin.



CYLINDER GRINDING VS REAMING.

Cycle & Automotive Trade Journal
January 1910

Question: Would you be kind enough to give me your opinion as to finishing the cylinder bores of small gas engines?

Do you regard reaming only as better practice than grinding cylinder bores? I have been told that grinding has been abandoned by some of the best motor makers, as making the cylinder bore too smooth to catch and hold oil, and that boring and reaming a vertical mill like the Bullard, with turret, is the preferred practice.

Answer: It cannot be said that there is any settled practice as to small cylinder bore finishing. Those who grind the bore point to the fact that any reamed cylinder bore shows a very irregular surface when the grinding wheel is applied to it.

On the other hand, advocates of reaming only point to the fact that if a cylinder, finished by grinding cold, is heated to gas engine working temperatures it will show out of truth because of an equal expansion owing to cylinder form.

Probably, if the cylinder is open at both ends so as to take a bar, say 2 inch dia., clear through, and the fixtures are good so the bar can be well supported, a reamed surface plenty good enough can be made. But if the reamer is free at the outer end it will certainly follow the iron according to hardness, and is also always liable to ream the cylinder large at one end or the other. Some large makers "run in" the pistons, belt-driven, with oil and an abrasive, like crocus, or with oil and water only. The 2-cycle cylinder can be made even thickness, if air-cooled, every where in the piston travel, and when so made is not likely to change form under temperature variations. When it come to fairly close measurements, say a quarter-thousandth limit, very few small gas engine cylinders will pass inspection, but with plenty of oil room and good packing rings these cylinders pass as fairly good. I do not think the cylinder bore can be too smooth, or too nearly a true cylinder.



STILES AND UTOHOWLK THIBB — JOURNAL — January 1910

The A.S.B. TREADS

ATTENTION AUTOMOBILISTS

NO PUNCTURES
SHIDDING
BLOW-OUTS
STONE BRUISES
CHAPING SIDE OF TIRE
FEAR OF RUTTY ROADS
CREEPING ON RUBBER TIRE
MUD CHAINS NEEDED
EXTRA INNER TUBES
RIM CUTTING
FAULTS IN IT

IF CAR IS EQUIPPED WITH
A.S.B. TREADS
WEBSTER CITY IA.

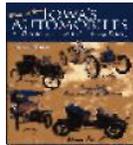
When your AUTO IS EQUIPPED WITH THE **A.S.B. TREADS** ON ALL 4 WHEELS YOUR TIRE TROUBLES ARE ALL OVER.

¶ In order to advertise the A.S.B. Treads in every town in the U. S., we will give big discounts to the first persons in each community to buy a set of four.

¶ The FIRST applicant in each city, town or village will get the GRAND PRIZE discount. Hadn't you better be first in your town?

QUEEN MFG. CO., Box 422, Webster City, Iowa

Book Donations



Bill Jepsen has furnished the Library with a copy of his new book *Made in Iowa—Iowa's Automobiles*.

Anyone interesting in acquiring this book should contact Bill at willin@galynx.com or 515-432-8807

SURPLUS BOOKS, LITERATURE & TRADE JOURNALS FOR SALE

The Library has a large quantity of surplus items for sale. These items include coffee table books, literature, and trade journals.

If you are interested in purchasing some of these surplus items you can check out the lists on the internet at www.hcfi.org or call Roberta @ 619-464-0301 research@hcfi.org

WISH LIST

Funds requested to purchase items needed at the Library.

DVD/VHS Burner and Player \$400
Funds for Scanning Books

New Location for Library
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Established 1985

Library Requests Your Help

Do you have any magazines that you could loan the Library?

We need several issues of each trade journal to fill in our runs. We are scanning the following magazines.

- Cycle & Automotive Trade Journal
- Automotive Trade Journal
- Horseless Age
- Motor
- Motor Age
- Automotive Industries

A seventh publication, *The Automobile*, has been offered to us for scanning by a gentleman who has a complete set. We plan to proceed with this project in the next two months.

Please be aware that any issue lent to us will be handled as carefully as possible. Depending on the age and condition of the item, we cannot guarantee that there will not be some wear and tear on the item because each page must be scanned.

The Library will gladly pay for the shipping and insurance needed to send the items to us and return them to you.

Anyone willing to share their items should contact Roberta at 619-464-0301 or research@hcfi.org for the list of needed issues.

The Automobile Aug 26, 1915

Automobile Land Yacht on Way to Coast



Hrmi (t, bvlit jar RofltU ft. (m*Hn iR WW ** iwi frimrnsKin. i. r., i'ia* W< hur ic*Be in! «« TM» 1" E<* »nita*>cif. /? fTMu) u/ OH Kn'm mr* Jar Jan 0*, .0i. L'onfcSm iiciclnog>L 1*f <*> /? <rmr*TAfi0 9.>!! ii femilf aiti EmlH* (f mm innjdifriHi nvo cHirMfs jICid *uKfc u Pl> A^ .«dolor. *fco wKHjAftta, vchrv h WM «*A tInWFit WMdmHo onm.-tHotTj) Is dh*fcT tid" (KjW oomjaTMKmi: Its "ur-lrni WIS u /t. nuBF DUXKHttul P'e drunt' ! «B<. Hut nil J on/! r.rm*. Iks cffirur (unijomual, (inufmm at tm iJHl. *» »> /?> 1" H m" ow (irt) a TJA*1- <f>K:it <sur-i anRoRurfi* C"HMrfilin 4*n n Dttf ffd nur br'h* wfciof nio njo fil 'Ac ceWfc? K-Plfiii iwt fn we; ijr ticaa lh ill Jof. flfrf, JLLr's <UjrtfidMui ft lnt f**f' ICC bl f' lcnflAj TH /t. wWfc, and fl' f. Jurferim, FN***? ffr of whb adu dimW* ufdi-jw tftiuh' 11 fur 4'-Fijj ;:iMr*t wuf ffrfrh' ml'rMr * «eri



HORSELESS AGE JANUARY 12,

MUNCIE
PATENTED
WHEEL
BRAKES
FOR TRUCKS and
HIGH WHEEL AUTOS

Shown applied to a regular square axle, allows the axle to support the expanding brake to be released mounted on the square axle by backing blocks. Band - the axle takes the wheel brake when brakes are applied - saves the spring and slips from breaking. Smooth - it acts as a steady-slightness. This - it forms a radius not to touch the car and is absolutely necessary to first class construction.

Write for catalogue and detail drawings:
MUNCIE GEAR WORKS, R. L. WARNER, Manager
MUNCIE, IND.

The Automobile July 13, 1909

NOISY TIMING GEARS

Editor THE AUTOMOBILE:
n.34S)^PerliupB tome of your tender? who Inve Jin a experience with Ford runabouts of thit 190S iwiw , or yphrs preYtc.ua, ca.n nucegit niw iray for lessening the trolne of the timing fi-ars. Ther* may be some way of encl ofcmf' lhelj even thooth the arr*nfe-mint would not be oil-leht, which would do awiy with the rtrnlng noise. Philndelphio, J. H. KKCK IVEn

Just as a suggestion you might try the use of a fiber or rawhie sear in place of Dae of the metal peirs now Ort the engine. This will doubtless eliminate some of the noise. This, too, would he an advantage in case you tried to enclose the gear<t with some form of sheet metal cover, as in the use of rawhie or fibr oil cannot bs use], so trie problem of covering the Rears would be simplified. Readers who have be*ji bothered in this same way are invited to writ! ie ard tel! how they avoided the notM?.

HORSELESS AGE JANUARY 12, 1910

THE: "FLASHTAUTOLIGHTER

BATTERY CONNECTION
GAS
OUTLET
AIR VALVE

Automatic System of Head-Lights from the Dash-Board. Connecting Gas Valve and headlight nozzle. Turns on and lights the gas in Flashlight the light with ONE operation of ONE hand. A Scientific System, simple, efficient, readable, the momentary parts containing an automatic valve. Operates in action. It is the only practical device for the purpose ever put on the market. For particulars address: MOTOR SPECIALTIES CO., Motor Mart, Boston, Mass.