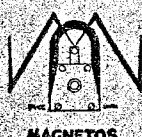


SIMMS MAGNETOS

SIMMS



TYPES: C4, K4, K4-1, C6, K6

WATERPROOF—DUSTPROOF

THE SIMMS MAGNETO COMPANY

EAST ORANGE, NEW JERSEY

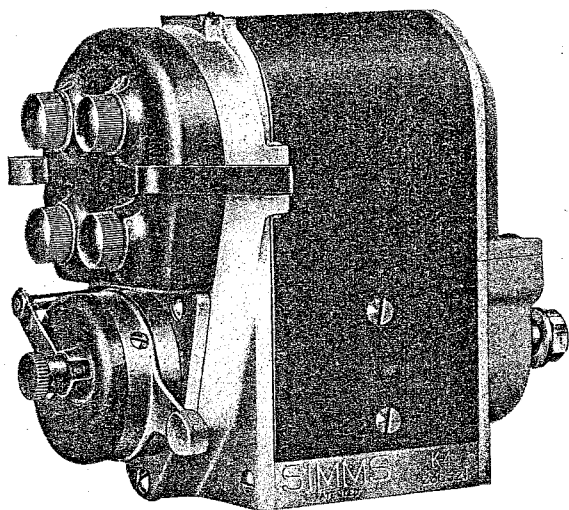
TERMS

are cash with order, C.O.D. or
S.D.B.L., except where credit re-
lations have been established.

Instruction Book and Parts Price List of

SIMMS HIGH TENSION MAGNETOS

TYPES: C4, K4, K4-1, C6, K6

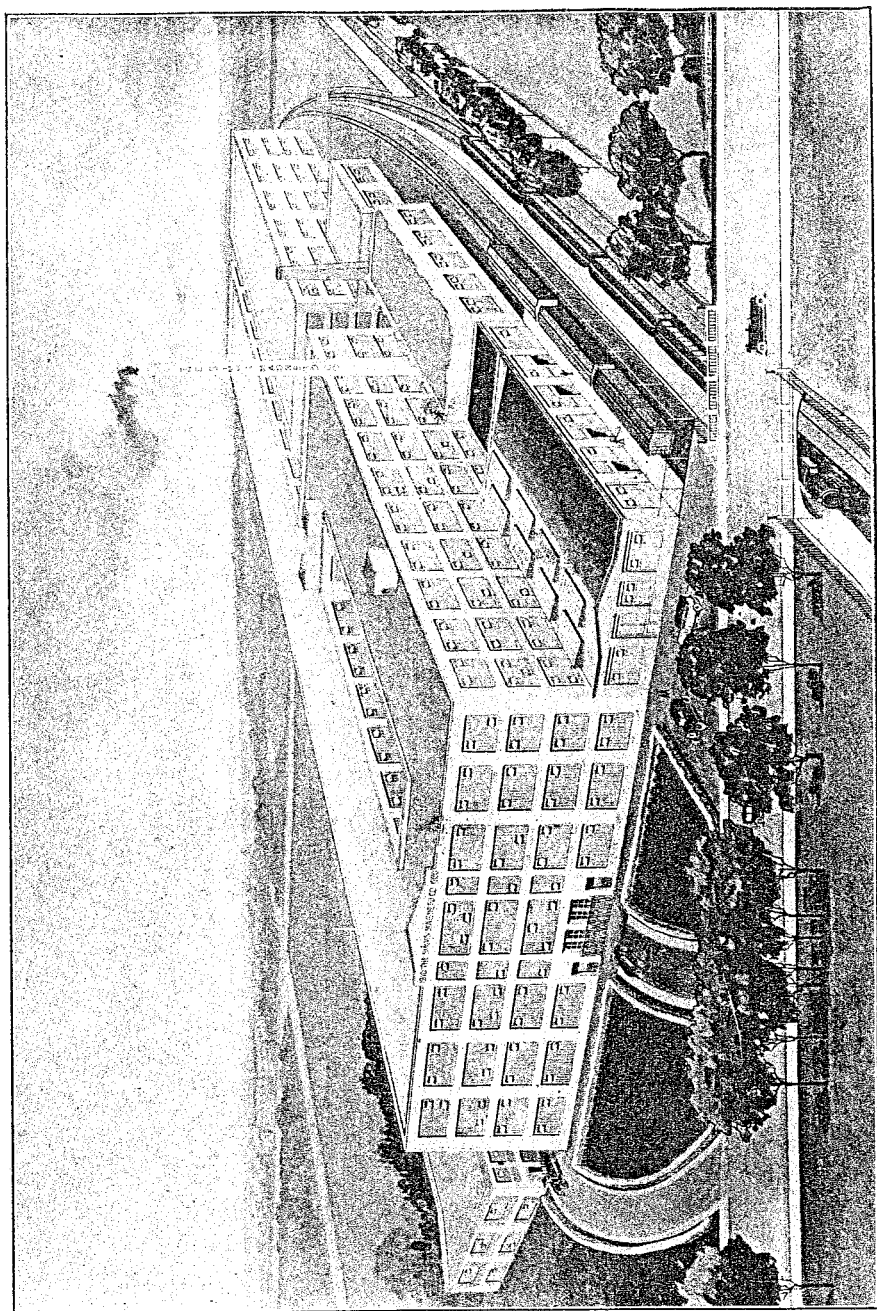


Number 26

THIS CATALOGUE
SUPERSEDES ALL PREVIOUS ISSUES, PRICE LISTS
AND SPECIFICATIONS
SUBJECT TO CHANGE WITHOUT NOTICE

THE SIMMS MAGNETO COMPANY

EAST ORANGE, NEW JERSEY



PLANT OF THE SINMS MAGNETO COMPANY AT EAST ORANGE, N. J.

SIMMS HIGH TENSION WATERPROOF MAGNETOS

TYPES "C4"—"K4"—"K4-1"—"C6"—"K6"

SIMMS MAGNETOS are the results of many years of electrical and mechanical research, each component part receiving the undivided attention of specialists.

The workmanship and design throughout is of the highest standard. Our well-equipped factory is located in the center of the electrical industry in the United States. The quality of the material entering into each part is of the highest grade, and only used after severe and thorough tests. These tests are continued step by step throughout each magneto's construction, to insure the high standards we have imposed upon ourselves.

Simms Magnetos are of the true high-tension type, in which the high-tension current is developed directly in the armature without the introduction of any exterior devices. This in itself is a considerable advantage over the low-tension magneto, using a transformer coil to step up the low-tension current generated by the magneto to high-tension current, as there is a certain amount of current and time lost in the transformation, resulting in a weaker and less efficient spark, not taking into consideration the additional complications, such as coil and wiring required. The Simms high-tension magneto requires only one cable to each spark plug, besides the one ground wire; this is the simplest wiring possible.

Simms high-tension magnetos, being self-contained, are not affected by the inoperation of any other part, such as the storage battery, coils, et cetera. A discharged battery does not mean a stalled motor miles away from assistance. Magneto ignition gives maximum insurance against ignition trouble.

Simms high-tension magnetos are very accessible, and readily permit the occasional inspection and cleaning necessary. No special tools are required. These magnetos are very compact, the "C4" weighing 9½ pounds, and the "C6" 10 pounds.

One of the chief features of these magnetos is the method we use in waterproofing, which renders them impervious to any ordinary amount of water or spray which a magneto may be subjected to. This we have accomplished by inserting a felt gasket impregnated with a waterproof compound between the edges of the magnets and the magneto body, which prevents water from soaking through. A cover protects the driving end and the safety gap. The distributor board and contact breaker cover are supplied with insulated terminal nuts, and a felt gasket is used between the distributor board and the frame of the machine. In this way the vital parts of the magneto are kept completely free from moisture in any kind of weather.

This feature makes these magnetos particularly desirable for marine engines, and all forms of work where the engine is not entirely protected from the elements.

A distinct feature of these magnetos is their extreme low speed characteristic, which is not surpassed by any other instrument of

their size or weight. These machines will produce a heavy spark across a five millimeter gap when rotating at speeds less than 40 R. P. M. This feature enables one to readily start his engine even under the most adverse conditions, as he is always assured of a good spark at very low cranking speeds.

The contact breaker is so designed that at high speeds its action is assisted (and not retarded) by the centrifugal forces developed, so that there is never any danger of the ignition cutting out at high speeds, as with other interrupters.

The armature winding is alternately impregnated in vacuum and compression tanks filled with insulating liquid, so that every pore and layer of winding is saturated and all particles of air removed and replaced with the dielectric.

The armature is next baked, permanently hardening the dielectric, thus insuring a high margin of safety against break-downs.

Every condenser is subjected to a break-down test considerably in excess of normal requirements, and its capacity is accurately proportioned so that no arcing exists at the breaker points.

MAINTENANCE INSTRUCTIONS

Simms Magnetos must be positively driven by gears or chain, with provision for taking up slack, in the latter method. For a four-cylinder, four-cycle motor the magneto must be driven at engine speed. For six-cylinder, four-cycle motors at one and one-half times engine speed. For two-cycle motors at twice these speeds, respectively. Magnetos operate only in the direction shown by arrow on the driving end plate.

Timing of Ignition

To time magneto to motor, turn engine over until cylinder No. 1 is on top dead center with valves closed (beginning of power stroke, with connecting rod swung over on downward stroke side). Remove the contact breaker cover and distributor board. Turn magneto armature in direction it must run, until the platinum contact points are just opening with the timing lever in the fully retarded position (the retarded position is obtained by pushing the timing lever down in the same direction as the magneto armature rotates). The distributor carbon brush must at the same time be in a position to touch the distributor segment serving cylinder No. 1. Driving gear or coupling should then be securely tightened on magneto armature driving shaft, using key in keyway provided in shaft. Magneto can now be coupled to engine, care being taken not to change the foregoing adjustments. It must always be remembered that the distributor brush rotates in the opposite direction to the armature, and that No. 2 terminal on the distributor does not necessarily lead to No. 2 cylinder, but to the cylinder firing after that to which No. 1 wire is led. The same applies to No. 3 and No. 4 terminals and cylinders.

Any advance or retard desired in addition to that to be obtained by the variation of the timing lever must be secured on the engine alone by advancing or retarding the engine timing gears, but in no

case should the setting of the magneto distributor or internal armature gears be changed, as these have a certain fixed relation to each other. Different settings of these two gears will seriously impair the efficiency of the magneto.

Oiling Magneto

The magneto should be oiled every two weeks, or 1,000 miles run, with four or five drops of light machine (not cylinder) oil, in each of the oil holes, which are located over the armature driving shaft and near the top of the distributor board. The contact breaker should never be oiled; it may cause serious difficulty if oil is allowed to remain on it.

Care of Contact Breaker

The platinum points should be set so as to open on each cam about 1-64th of an inch, or the thickness of the gauge on the wrench furnished. These points should be kept clean and free from oil, and should make even contact with one another, over their entire surfaces. The contact breaker lever should pivot freely in the bushing. The contact breaker should be inspected occasionally and freed of dirt and oil. Only if it should become absolutely necessary should the platinum points be filed, and then only with a very fine, flat file.

Distributor Board

Cable connections should be kept tight and occasionally the inside of the board wiped, with a dry cloth, to remove any oil or dirt. The distributor carbon brush should at all times press firmly against the board.

Safety Spark Gap

The safety spark gap is to protect the insulation of the magneto armature from injury caused by excessive voltage, which would occur should a high-tension connection become loose or taken off, as the spark will then jump at the safety spark gap. If sparking should be detected in the safety gap, which is reached by removing the front hood or cover over the driving spindle, the high-tension wiring should be gone over carefully at both the magneto and spark plug ends. The distributor carbon brushes should be examined to see if they are in condition and making contact with brass segment on the distributor rotor. If sparks can be obtained at the safety gap, it is an indication that the magneto is generating, and that the trouble is most likely in the wiring or spark plugs.

Coupling

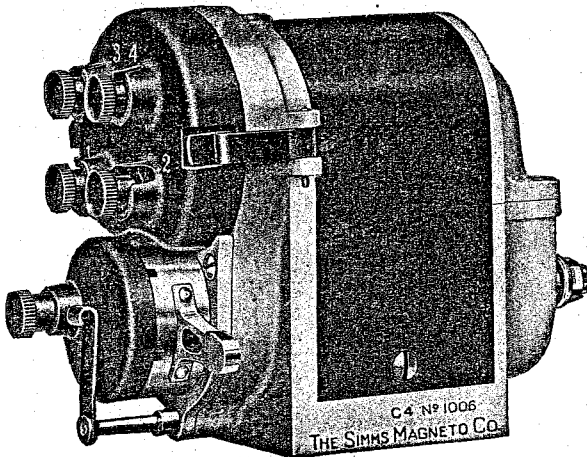
If it is necessary to remove the coupling, care should be taken not to use too much force in removing this, otherwise the hard rubber slipping previously mentioned will be damaged. On no account should any violent blows on the armature shaft be struck.

Spark Plugs

The spark plug points should be set with a gap of about a thickness of the gauge on the wrench, possibly a slightly greater distance will be beneficial. If the distance is too great, it is probable that difficulty will be experienced in starting. It should be borne in mind that while the spark may jump across the plug points when the plug is removed from the cylinder, it does not necessarily follow that a spark will take place when the plug is in the cylinder. The reason for this is that the compression of the gas creates a higher resistance for the current to overcome than that which the atmosphere offers. If the insulation of the spark plug is cracked or broken, or if the plug points are oily, or the insulation is covered by a deposit of carbon, the desired results will not be obtained. A cracked porcelain is often difficult to detect. The easiest method is to insert a new spark plug, and in this way determine where the defect lies.

Refusal to Start

Should difficulty be experienced in starting, and tests have proven that the spark plugs are in the proper condition, the wire connected to the contact breaker box cover should be removed. If after doing this the difficulty is overcome, the switch should be examined and any correction necessary be made to this. This wire is merely for short-circuiting the primary current when it is desired to stop the motor.



C4 MAGNETO

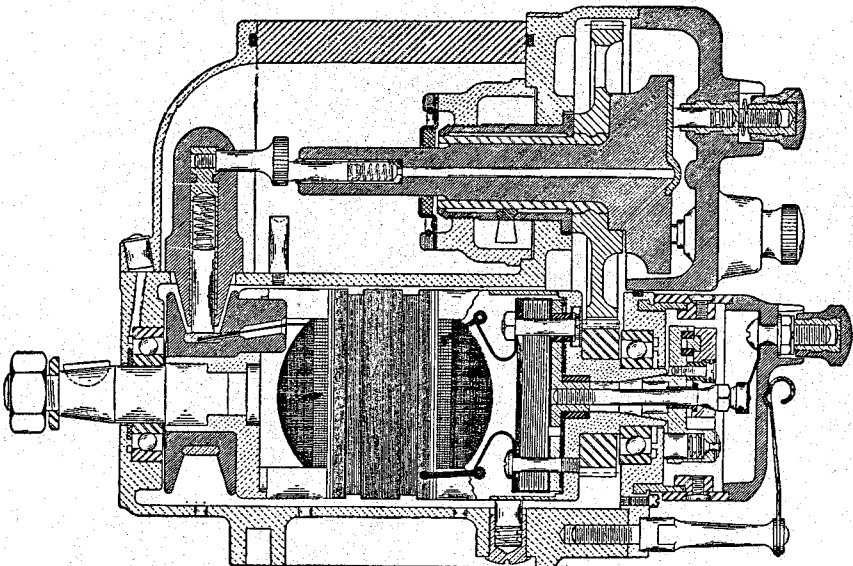
DESCRIPTION OF WINDINGS AND CIRCUITS

The high-tension armature consists of a few turns of heavy primary wire over which is wound many turns of a very fine secondary wire. Only enamel insulated wire is used, and every layer is further insulated from the others with sheets of oiled silk. After being completely wound, the armature is impregnated alternately under compression and vacuum and then baked.

One end of the primary wire is grounded on the armature core, and the other end brought out to the contact breaker points, with the condenser in parallel to prevent the points burning.

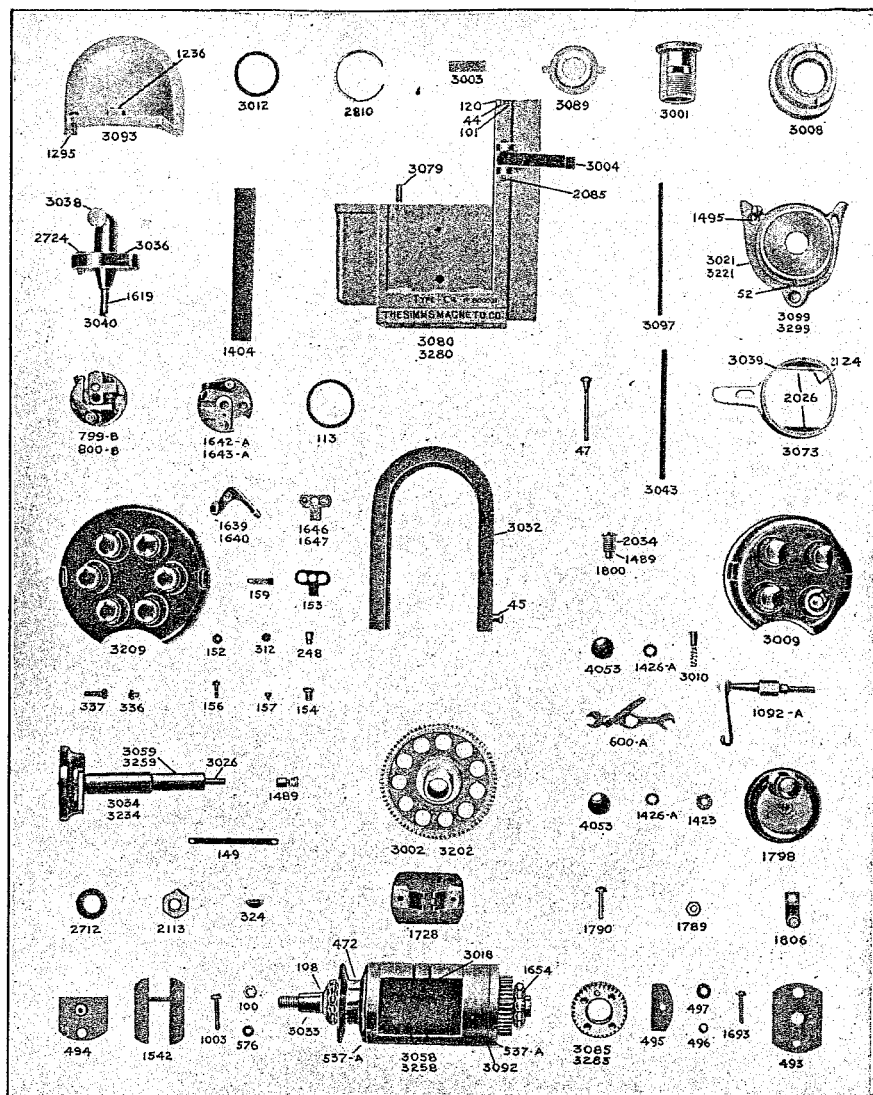
The grounded end of the secondary wire is connected to the primary, forming a continuation of same. The other end of the secondary circuit is led to the slipring, then through the conducting bar to the distributor, spark plugs, and ground on the engine, to the magneto base plate, and back into the grounded end of the secondary.

When the contact points are closed, the primary circuit is also closed. The variations in the magnetic flux induces an electrical current in it, which reaches its maximum twice every revolution of the armature. The primary circuit is then broken, inducing a high-tension current of extreme intensity in the secondary winding, which is distributed to the spark plugs, as mentioned above.



SECTIONAL VIEW OF C4 MAGNETO

C4 AND C6 PARTS



IMPORTANT

When ordering parts be sure to specify:

- Part number.
- Name of part.
- Number of parts required.
- Type of magneto.

DESCRIPTION

* Carefully note rotation when ordering.

The rotation of a magneto is determined by facing armature shaft driving spindle and noting whether the arrow points in a clockwise or anti-clockwise direction.

Part No.	Prices
44 Oil flap screw.....	\$.03
45 Magnet screw.....	.03
47 Contact breaker fastening screw.....	.05
52 Stop screw for timing lever.....	.03
100 Nut for condenser bolt.....	.03
101 Spring for oil flap.....	.03
108 Felt washer for armature spindle.....	.05
113 Outer ball race packing washer.....	.03
120 Oil flap.....	.15
149 Flat spring for contact breaker.....	.05
152 Lock nut for platinum screw.....	.03
153 Insulating plate for contact breaker block.....	.05
154 Insulating collar for center of contact breaker block.....	.03
156 Steel screw for contact breaker insulated block.....	.03
157 Steel screw for contact breaker flat spring.....	.03
159 Auxiliary flat spring for contact breaker.....	.05
248 Insulating bushing for bell crank lever.....	.03
312 Positioning button for contact breaker insulating block.....	.03
324 Steel key for armature shaft.....	.03
336 Short platinum screw for contact breaker.....	3.50
337 Long platinum screw for contact breaker.....	3.50
472 Slip ring for armature shaft.....	1.25
493 Micarta insulating plate, large, for condenser.....	.10
494 Brass condenser plate.....	.25
495 Micarta insulating plate, small, for condenser.....	.03
496 Insulating bushing for condenser screw.....	.03
497 Insulating washer for condenser screw (1693).....	.03
537A Armature end plate fastening screw.....	.03
576 Brass washer for condenser screw.....	.03
600A Spanner wrench.....	.10
799B* Contact breaker complete, clockwise.....	8.75
800B* Contact breaker complete, anti-clockwise.....	8.75
1003 Condenser bolt.....	.03
1092A Stud screw complete.....	.25
1236 Oil cup.....	.15
1295 Screw for drive end dust cover.....	.03
1404 Outer ball race packing strip.....	.03
1423 Brass washer for ground terminal screw.....	.05
1426A Lock washer for distributor board and magneto ground terminals...	.05
1489 Ground brush and spring.....	.20
1495 Screw for contact end plate.....	.03
1542 Insulating piece for condenser.....	.03
1619 Slip ring carbon brush and spring.....	.10
1639* Contact breaker lever without platinum, clockwise.....	1.50
1640* Contact breaker lever without platinum, anti-clockwise.....	1.50
1642* Contact breaker disc, clockwise.....	.75
1643* Contact breaker disc, anti-clockwise.....	.75
1646* Contact breaker insulated block, clockwise.....	.25
1647* Contact breaker insulated block, anti-clockwise.....	.25
1654 Armature ball bearing complete.....	2.50
1693 Condenser screw.....	.03
1728 Condenser with clips.....	5.00
1789 Ground brush screw nut.....	.05
1790 Ground brush screw.....	.05

THE SIMMS MAGNETO COMPANY

DESCRIPTION

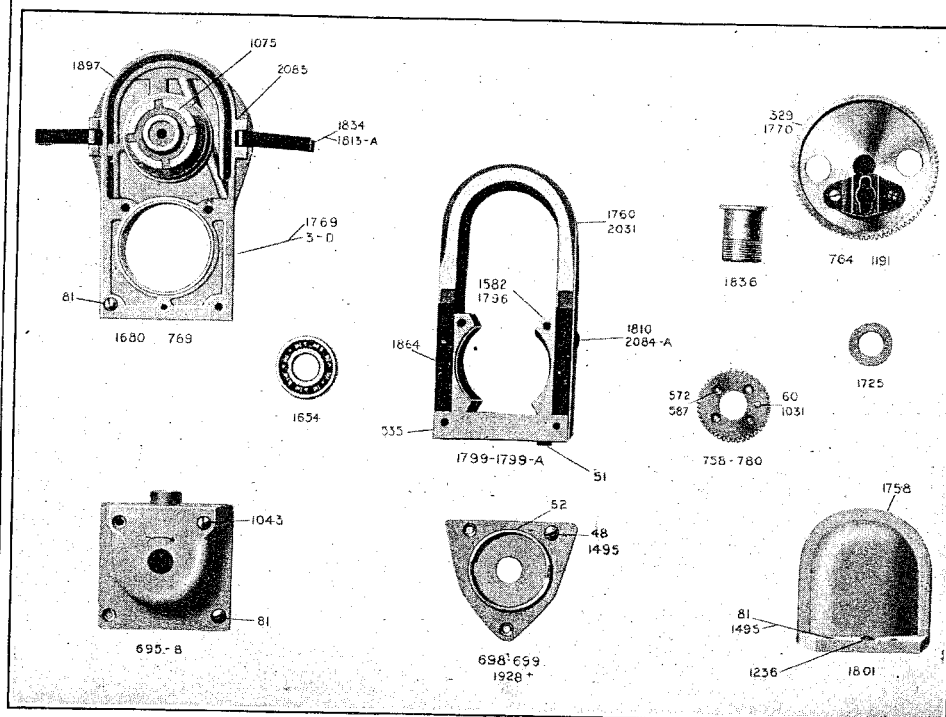
† Carefully note whether parallel or taper shaft required.

Part No.	Prices
1798	Breaker box cover complete.....\$ 1.25
1800	Ground brush holder with brush and spring complete..... .30
1806	Magneto ground brush and spring assembly..... .20
2026	Breaker cam35
2034	Ground brush holder..... .20
2085	Pin for spring clip for 3004..... .05
2113	Driving spindle nut..... .05
2124	Timing lever cam oiling wick..... .03
2712	Driving spindle washer..... .03
2724	Screw for slip ring carbon holder..... .03
2810	Snap ring for distributor shaft oil retainer..... .03
3001	Distributor bearing..... 1.00
3002	Distributor gear and spindle (C4)..... 2.65
3003	Felt oiling wick..... .05
3004	Distributor board spring clip..... .10
3008	Oil reservoir..... .75
3009	Distributor board complete (C4)..... 4.00
3010	Brush and spring for distributor board..... .10
3012	Felt washer for distributor shaft oil retainer..... .10
3018	Armature core wound..... 10.00
3021	Contact end plate only, without ball race (C4)..... 3.00
3026	Rotating distributor brush and spring..... .10
3032	Magnet 5.00
3033†	Armature driving spindle and end plate with taper shaft..... 1.75
1530B†	Armature driving spindle and end plate with parallel shaft..... 1.75
3034	Rotating distributor complete, with brush and spring (C4)..... 1.75
3036	Slip ring carbon holder (only)..... 1.00
3038	Slip ring carbon holder terminal..... .20
3039	Timing lever without cams..... 1.30
3040	Slip ring carbon holder complete with brush and spring..... 1.10
3043	Contact end plate felt packing..... .10
3058†	Armature complete (C4)..... 24.00
3066†	Armature complete (C4) with parallel shaft..... 24.00
3059	Rotating distributor only (C4)..... 1.65
3073	Timing lever complete..... 2.50
3079	Safety gap terminal..... .05
3080	Magneto body complete (C4)..... 17.00
3085	Armature gear (C4)..... .90
3089	Brass clamp distributor shaft oil retainer..... .15
3092	Armature condenser end plate..... 1.50
3093	Front hood with oil cup and packing..... 1.25
3097	Felt packing for magneto body and hood..... .10
3099	Contact end plate complete without ball race and felt packing (C4).. 3.00
3128	Screw for cam..... .03
3202	Distributor gear and spindle (C6)..... 2.75
3209	Distributor board complete (C6)..... 5.00
3221	Contact end plate, only (C6)..... 3.00
3234	Rotating distributor complete with brush and spring (C6)..... 1.75
3258	Armature complete (C6)..... 25.00
3259	Rotating distributor only (C6)..... 1.65
3280	Magneto body complete (C6)..... 20.00
3285	Armature gear (C6)..... .90
3299	Contact end plate complete with outer ball race and felt packing.... 3.40
4053	Distributor board and magneto ground terminal buttons..... .15

All orders under \$1.00 carry a wrapping and mailing charge of 15c. additional. Kindly include remittance with order.

THE SIMMS MAGNETO COMPANY

K4, K4-1 AND K6 PARTS



DESCRIPTION

* Timing levers 127A and 1929 and contact end plates 698 and 1928 are not interchangeable, and therefore be sure to note whether such parts are to be used with a type K4 or K4-1 magneto.

Part No.

Prices

3D	Distributor end plate without bearing (K4).....	\$5.50
41	Distributor brush holder.....	.30
44	Oil flap screw.....	.03
47	Contact breaker fastening screw.....	.05
48	Screw for contact end plate.....	.03
51	Screw for base plate.....	.03
52	Stop screw for timing lever.....	.03
60	Dowel pin for armature gear.....	.03
75	Spacer washer for armature .002" thickness.....	.03
77	Washer for spindle.....	.03
81	End plate screw short.....	.05
83	Screw for distributor carbon holder.....	.03
100	Nut for condenser bolt.....	.03
101	Spring for oil flap.....	.03
108	Felt washer for armature spindle.....	.05
111	Felt packing for armature.....	.03
120	Oil flap.....	.15
127A *	Timing lever complete, variable ignition (K4).....	2.50
128A *	Timing lever complete, fixed ignition (K4).....	2.50

DESCRIPTION

† Not illustrated.

‡ Carefully note rotation when ordering.

* Timing levers 127A and 1929 and contact end plates 698 and 1928 are not interchangeable, and therefore be sure to note whether such parts are to be used with a type K4 or K4-1 magneto.

Part No.	Prices
149	Flat spring for contact breaker.....\$.05
152	Lock nut for platinum screw..... .03
153	Insulating plate for contact breaker block..... .05
154	Insulating collar for center contact breaker..... .03
156	Steel screw for contact breaker insulating block..... .03
157	Steel screw for contact breaker flat spring..... .03
159	Auxiliary flat spring for contact breaker..... .05
248	Insulating bushing for bell crank lever..... .03
251	Cam ring (K6)..... .75
305	Armature spacer washer .006" thickness..... .03
309	Slip ring carbon holder (only)..... .60
312	Positioning button for contact breaker block..... .03
329	Distributor gear without carbon holder (K4 and K4-1)..... 2.75
333	Armature drive spindle and end plate..... 1.75
336	Short platinum screw for contact breaker..... 3.50
337	Long platinum screw for contact breaker..... 3.50
472	Slip ring for armature shaft..... 1.25
492	Condenser end plate (K4 and K4-1)..... 1.50
497	Insulating washer for condenser screw..... .03
517*	Steel screw for timing lever cam (No. 127A)..... .03
535	Base plate..... 1.75
537A	Armature end plate fastening screw..... .03
572	Screw for armature gear (K4 and K4-1)..... .03
576	Brass washer for condenser screw..... .03
587	Screw for armature gear (K6)..... .03
588	Condenser end plate (K6)..... 1.50
597	Contact breaker fastening screw (K6)..... .05
695B	Drive end plate complete..... 3.75
697	Distributor carbon brush and spring..... .15
698*	Contact end plate complete (K4)..... 3.40
699	Contact end plate complete (K6)..... 3.40
716	Distributor board terminal button..... .15
758	Armature gear and dowel pin (K4 and K4-1)..... .75
764	Distributor gear complete (K4 and K4-1)..... 3.25
769	Distributor end plate complete (K6)..... 8.00
780	Armature gear and dowel pin (K6)..... .75
799B‡	Contact breaker complete, clockwise..... 8.75
800B‡	Contact breaker complete, anti-clockwise..... 8.75
1003	Condenser Bolt..... .03
1031	Dowel pin for armature gear (K6)..... .03
1043	Drive end plate screw upper..... .05
1075	Oil reservoir..... .75
1083A	Slip ring carbon holder complete (K4 and K4-1)..... .75
1084A	Slip ring carbon holder complete (K6)..... .75
1090A	Stud screw complete (3" long)..... .25
1092A	Stud screw complete (2¼" long)..... .25
1127	Timing lever complete, clockwise (K6)..... 2.50
1177A	Distributor board complete (K6)..... 5.00
1191	Distributor gear complete (K6)..... 3.50
1236	Oil cup..... .15
1423	Brass washer for ground terminal screw..... .05
1426	Lock washer for distributor board..... .05
1489	Ground brush and spring..... .20
1495	Screw for front hood and end plate..... .03
1582	Pole shoe with four magnet screw holes..... 1.00
1585B	Conducting bar complete..... .50
1619	Slip ring carbon brush and spring..... .10
1639‡	Contact breaker lever without platinum, clockwise..... 1.50
1640‡	Contact breaker lever without platinum, anti-clockwise..... 1.50

DESCRIPTION

† Not illustrated.

‡ Carefully note rotation when ordering.

* Timing levers 127A and 1929 and contact end plates 698 and 1928 are not interchangeable, and therefore be sure to note whether such parts are to be used with a type K4 or K4-1 magneto.

Part No.	Prices
1642†	Contact breaker disc, clockwise.....\$.75
1643†	Contact breaker disc, anti-clockwise..... .75
1646‡	Contact breaker insulating block, clockwise..... .25
1647†	Contact breaker insulating block, anti-clockwise..... .25
1654	Armature ball bearing complete..... 2.50
1671A	Distributor board complete (K4 and K4-1)..... 4.00
1680	Distributor end plate complete (K4 and K4-1)..... 8.00
1689	Brass clamp for distributor shaft oil retainer..... .10
1690	Felt washer for distributor shaft oil retainer..... .10
1693	Condenser screw..... .03
1725	Distributor gear spindle thrust washer..... .05
1727A *	Timing lever without cams (K4)..... 1.25
1730	Armature complete (K4 and K4-1)..... 24.00
1731	Armature coil wound..... 10.00
1754	Breaker box cover without terminal..... 1.00
1758	Safety gap terminal upper..... .10
1759	Safety gap terminal (K4 and K4-1)..... .05
1760	Magnet (1 21/32" wide) (K4 and K4-1)..... 3.00
1769	Distributor end plate with bearing (K6)..... 6.50
1770	Distributor gear (K6)..... 3.00
1789	Ground brush nut..... .05
1790	Ground brush screw..... .05
1793	Armature complete (K6)..... 24.00
1795	Safety gap terminal (K6)..... .05
1796	Pole shoe with two magnet screw holes..... 1.00
1798	Breaker box cover complete..... 1.25
1799	Body group comprising base plate, pole shoe and magnet No. 1760..... 9.50
1799A	Body group comprising base plate, pole shoe and magnet No. 2031... 10.00
1800	Armature ground brush complete..... .30
1801	Front hood complete..... 1.25
1806	Magneto ground brush and spring assm..... .20
1810	Breaker screw for magnet No. 1760..... .03
1813A	Distributor board spring clip (K4 and K4-1)..... .10
1834	Distributor board spring clip (K6)..... .10
1836	Distributor end plate bearing for 3D..... 1.00
1847	Timing arm complete, anti-clockwise (K6)..... 2.50
1861	Armature cover plate complete..... .30
1864	Felt packing for magnets..... .03
1870	Condenser..... 5.00
1897	Felt packing for dist. end plate and front hood..... .10
1928 *	Contact end plate complete (K4-1)..... 3.40
1929 *	Timing lever complete (K4-1)..... 2.50
1939 *	Timing lever without cams (K4-1)..... 1.25
2026	Breaker cam lower with oil wick..... .35
2031	Magnet (single 3 5/16" wide)..... 7.50
2034	Ground brush holder..... .20
2084A	Screw for magnet No. 2031..... .03
2085	Pin for spring clip 1813A..... .05
2113	Drive spindle nut..... .05
2131	Drive spindle lock washer..... .03
2600	Spanner wrench..... .10
3128 *	Cam screw for No. 1929..... .03
4053	Ground terminal button..... .15

LIST OF SERVICE STATIONS

Aberdeen, S. Dakota.....	Detwiler Auto Electric Service Co., 112 3rd Avenue, S. W.
Abilene, Texas.....	Carter's Auto Electric Service, 5th and Pine Streets
Allentown, Pa.....	Allentown Electrical Devices Co., 524 Hamilton Street
Amarillo, Texas.....	Panhandle Motor Company, 604 Polk Street
Arkansas City, Kans.....	Mears Brothers, 407 S. Summit Street
Atlanta, Ga.....	E. H. Odum Bros. Co., Inc., 19 James Street
Atlantic City, N. J.....	Bateman-Mixner Co., Inc., 816 Arctic Avenue
Baltimore, Md.....	Magneto & Machine Co., 1031 Cathedral Street
Bangor, Me.....	Arvid L. Ebbeson, May and Summer Streets
Beloit, Wis.....	L. C. Fiske Elec. Co., 417 E. Grand Avenue
Billings, Montana.....	Electric Service Station, Inc., 10 N. 20th Street
Binghamton, N. Y.....	Elliott Engineering Co., 239 Water Street
Birmingham, Ala.....	Electric Garage & Repair Co., 2018 Avenue B
Bloomfield, N. J.....	Blood & Claus, 535 Bloomfield Avenue
Boise, Idaho.....	Western Ignition & Battery Co., 11th and Idaho Streets
Boston, Mass.....	Eisner-Lenk Company, 1096 Boylston Street
Bridgeport, Conn.....	Electric Auto Service & Supply Co., 235 Cannon Street
Brooklyn, N. Y.....	Magneto Specialty Company, 1196 Bedford Avenue
Buffalo, N. Y.....	Alvin Krome, 52 Goodell Street
Chattanooga, Tenn.....	P. W. Lytle, 926 Market Street
Chicago, Ill.....	Brown & Caine, Inc., 2112 Michigan Avenue
Cincinnati, Ohio.....	The Silva Company
Clay Center, Kans.....	Miller Company, 4th and Lincoln Streets
Cleveland, Ohio.....	Auto Electrical Maintenance Co., 943 Chestnut Avenue
Columbia, S. C.....	Auto Electric Co., Inc., 1216 Hampton Avenue
Columbus, Indiana.....	Harden Electric Company, 315 Franklin Street
Columbus, Ohio.....	The Silva Company, Inc., 381 South 4th Street
Cumberland, Md.....	The Automobile Repair Co., Cor. Front and Frederick Sts.
Dallas, Texas.....	Otto A. Hille Co., 1711 Young Street
Davenport, Iowa.....	Emeis Mfg. Co., 217 Iowa Street
Dayton, Ohio.....	L. C. R. Electrical Service Co., 122 N. St. Clair Street
Denver, Colo.....	Outwest Auto Electric Co., 12th and Lincoln Streets
Des Moines, Iowa.....	Electrical Service & Sales Co., 1019 Walnut Street
Detroit, Mich.....	Auto Elec. & Service Corp., 11 Selden Avenue
Drumright, Okla.....	Underwood Magneto Exchange, 133 Fulkerson Street
Elkhart, Ind.....	Auto Specialties Co., 221 Harrison Street
El Paso, Texas.....	Western Battery & Magneto Co., Missouri and Kansas Sts.
Erie, Pa.....	Le Jeal Cycle & Mobile Works, 1721 Sassafras Street
Exeter, Calif.....	Central California Electric Company, Inc.
Fargo, N. Dakota.....	Howard B. Tilden, 71 Fifth Street North
Flushing, N. Y.....	J. & A. Brenneis, 42 Main Street
Ft. Wayne, Ind.....	Wayne Motor Service Co., 716 Harrison Street
Ft. Worth, Texas.....	Starter Service Co., 283 W. 10th Street
Frederick, Md.....	Shipley's Tire Works
Grand Rapids.....	Leon S. Heth Co., 238 Ottawa Avenue, N. W.
Harrisburg, Pa.....	Automotive Elec. Service Co., 17th and Kelley Streets
Hartford, Conn.....	Universal Auto Company, 132 Allyn Street
Houston, Texas.....	Tel-Electric Company, 602 Preston Avenue
Indianapolis, Ind.....	H. T. Electric Company, 617 N. Capitol Avenue
Jackson, Miss.....	Noel Repair Shop, 119 S. Farish Street
Jacksonville, Fla.....	The Magneto Exchange, 221 W. Adams Street
Joplin, Mo.....	Sorber-Kuhn Auto Supply Co., 512 Joplin Street
Kansas City, Mo.....	E. S. Cowie Electric Company, 1816 McGee Street
Lafayette, Ind.....	Battery Service Co., 620 Columbia Street
Lancaster, Pa.....	Elec. Equipment Co., 44 N. Prince Street
Lavelle, Pa.....	General Electric Garage Service Station
Lewistown, Mont.....	Elec. Service Station, 110 4th Avenue South
Lima, Ohio.....	Beckman Electric Co., 124 S. Central Avenue
Lincoln, Nebraska.....	Randall & Noll, 317 S. 11th Street
Lindsay, Calif.....	Central California Electric Company
Little Rock, Ark.....	Arkansas Battery Co., Inc., 412 Centre Street
Long Branch, N. J.....	R. V. Dorbeck, Brighton Avenue, West End
Los Angeles, Calif.....	Brown & Caine, Inc., 331 West Pico Street
Lumberton, N. C.....	Battery Service Company
Lynchburg, Va.....	Lynchburg Battery & Starter Co., 62 Ninth Street
Manhattan, Kans.....	The Keele Electric Company
Madison, Wis.....	Automotive Elec. Service Co., Inc., 124 W. Main Street

THE SIMMS MAGNETO COMPANY

FOREIGN SERVICE STATIONS

Argentina, Buenos Ayres	Gino Bocci y Huo., 2166 Rivadavia
Australia, Melbourne	Whiting & Foreman, Oxford Chambers, Burke St.
Belgium, Brussels	F. de Witteir, 126 Rue de Ten Bosch
Burmah, Rangoon	McKenzie & Co.
Ceylon, Colombo	Colombo Commercial Co.
Chili, Concepcion	Frederick Huth & Co.
Chili, Coquimbo	Frederick Huth & Co.
Chili, Santiago	Frederick Huth & Co.
Chili, Valparaiso	Frederick Huth & Co.
East Africa, Nairobi	Braithwaite, Ltd.
East Africa, Zanzibar	Braithwaite, Ltd.
France, Lyons	Claudius Quet, 69 Chemin des Pins
Greece, Athens	Demaras Bros., 4a Phillelinon
Holland, Amsterdam	Jaeger & Co., 1 Leidschegracht
India, Calcutta	Nanigram Jugal Kishore, 5/1 Govind Chand Dhar's Lane
Italy, Milan	Luigi Troubetzkoy, 12, Via Francesco Ferruccio
Japan, Tokio	Andrews & George, Ltd., 16 Takegawa Cho, Kiobashi Ku
Mauritius, Moka	G. Piat-Collin
New Zealand, Auckland	Turnbull & Jones
New Zealand, Christchurch	Turnbull & Jones
New Zealand, Dunedin	Turnbull & Jones
New Zealand, Wellington	Turnbull & Jones, 19, Blair Street
Portugal, Lisbon	Automobilista Lda., 160 Rua Alves Correia
South Africa, Bloemfontein	Younger Motor Co., Ltd.
South Africa, Cape Town	Southern Motors & Supplies, Ltd.
South Africa, Durban	African Motors, Ltd.
South Africa, Johannesburg	Bartle & Co., Ltd.
South Africa, Kimberley	Bartle & Co., Ltd.
Spain, Barcelona	Mestre & Blatgé, 57 Balmaes
Spain, Madrid	Mestre & Blatgé, Cid 2, y Recoletos 15
Sweden, Stockholm	Nickels & Todsen, 15
Switzerland, Bienne	J. Bruhlmann
West Africa, Dahomey	F. & A. Swanzy, Ltd., at Porto Nova and Cotonou
West Africa, Gold Coast	F. & A. Swanzy, Ltd., at Accra, Cape Coast Castle
West Africa, Nigeria	The African & Eastern Trade Corp., Ltd., at Lagos, Port Harcourt
West Africa, Togoland	F. & A. Swanzy, Ltd., at Lome

REPRESENTATIVES IN GREAT BRITAIN

London, England	Simms Motor Units, Ltd., Percy Building, Gresse St., Rathbone Place
Glasgow, Scotland	Simms Motor Units, Ltd.

EXPORT DEPARTMENT

New York City, N. Y.	Simms Motor Units, Ltd., Sun Bldg., 150 Nassau Street
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SIMMS
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