

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May-June 1985

Issue Number 96

1985 CUGNOT AND BENZ NOMINATIONS ARE NOW OPEN

The Cugnot/Benz Awards Committee will accept nominations for these awards from now until September 1, 1985. The Cugnot Award pertains to the best book in the field of automotive history published and copyrighted in calendar 1984. The Benz Award is presented for the best periodical article, or serial article, in the field of automotive history published in the same period. Both book and periodical awards were called "Cugnot Awards" before 1983.

The Cugnot/Benz Committee will continue the practice begun three years ago of citing particularly meritorious works that do not win the awards with the designation, "Award of Distinction."

The basis for the Cugnot and Benz Awards and for the Awards of Distinction is generally described as a significant contribution to the field of automotive history. This creates a great diversity of possible nominations from technical exposition to marque history, sociological interpretation, biography, etc. Because of the wide range of topics and approaches that will be considered in these awards, the selection process must necessarily concentrate on general criteria, such as ingenuity and thoroughness of research, soundness of interpretation, clarity and elegance of writing, etc.

The Cugnot/Benz Committee would like to encourage as many SAH members as possible to join in the nominating process. If you have strong feelings about the merit of a book or of an article, please nominate it to be sure that it is considered. Duplicate nominations do no harm, but there is the real possibility of omissions in the nominating process. Do not assume that someone else will nominate the work you like. If you choose to nominate a work that appeared in an obscure publication, please send a clear copy of the article with your nomination. Authors should not be bashful about nominating their own works.

Membership of the Cugnot/Benz Committee is the same as for the last three years. The committee is chaired by Matt Joseph, who is joined by Keith Marvin and Bill Cameron. Nominations should be submitted to: Matt Joseph, 7728 Martinsville Road, Route 1, Cross Plains, Wisconsin 53528.

Matt Joseph
1985 Cugnot/Benz Committee

HERSHEY VOLUNTEERS NEEDED

Volunteers are needed to staff the SAH booth at Hershey for two-hour intervals from Wednesday through Saturday. Volunteers will give out membership application forms to interested people, answer questions about the Society, and generally make all visitors feel welcome to our space.

There are usually members gathered, talking automotive history and partaking of refreshments, but we want to make sure that someone is there at all times and paying attention to people who may slow down in the aisle and wonder, "What is the Society of Automotive Historians?"

Plan to spend your rest break at the SAH booth and help

the Society for an hour or two. Please contact Mrs. Shelby Applegate, SAH, Box 1, Annville, Pennsylvania 17003. A schedule will be posted Wednesday morning at the booth, in case you forget when you volunteered. The booth is also a good place to arrange to meet friends and family in case you get separated.

THE MICHAEL SEDGWICK MEMORIAL TRUST

This item is reprinted from Road & Track, April 1985, in a column called "Miscellaneous Ramblings" with John Dinkel.

I've received a letter from Walter F. Robinson, Jr., a member of the Society of Automotive Historians, asking me to let R&T's readers know of a memorial trust that has been set up in the name of Michael Sedgwick. Sedgwick, who devoted 26 years of his life to the history of motoring, died suddenly and unexpectedly in October 1983. Michael first started writing on motoring subjects for Lord Montagu's magazine, *Veteran & Vintage*. He wrote the Montagu Motor Museum's first catalog in 1957 and each one thereafter, became the museum's curator that year and held the post until 1966 when he left to pursue a career of full-time writing. He wrote numerous articles and books, including *Veteran Cars; Passenger Cars 1924-42; Cars of the Fifties and Sixties; Fiat and Vauxhall*.

The trust fund "is being set up to encourage original research, writing and publishing in the field of motoring history, to make public the results of such research, and to assist in the publication of worthy manuscripts and illustrations on motoring subjects from other sources." A group of trustees, including such notables as Lord Strathcarron, president of the Guild of Motoring Writers; Scott Bailey, publisher of *Automobile Quarterly*; Lord Montagu of Beaulieu, and Cyril Posthumus, R&T contributor, will be responsible for administering the fund. Trustee Graham Robson is secretary to the Memorial Trust (Gert House, Burton Bradstock, Bridport, Dorset, England DT64QF; telephone 038-897311) and is the person to contact regarding projects that might be considered by the trustees for financial help from the trust.

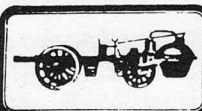
Contributions should be sent to: Michael Sedgwick Memorial Trust, Peter Hull, c/o The Vintage Sports Car Club, 121 Russell Road, Newbury, Berkshire, England RG145JX.

I never had the privilege of meeting Michael but I feel as if I came to know him through his writings. His ability to put any era of motor vehicle, from the earliest to the latest, into sharp focus was uncanny.

ACCURACY IN WRITING, CHAPTER URGES

An increasing amount of inaccuracy and erroneous information in automotive writing was noted by members of the Pioneer Chapter of the SAH, meeting at the home of Walter E. Gosden in Floral Park, New York, on April 27th. The problem highlighted a discussion of the subject, and those in attendance presented their views of the situation as it applies in automotive writing recently and at present.

continued on next page →



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OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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Persons interested in joining the Society of Automotive Historians, write to Charles L. Betts, Jr., Secretary, 2105 Stackhouse Drive, Yardley, PA 19067.

If you have moved, forward your new address to Charles L. Betts, Jr., 2105 Stackhouse Drive, Yardley, PA 19067.

Material for publication in the Journal or Automotive History Review should be sent to Richard B. Brigham, Editor, 1616 Park Lane, N.E., Marietta, GA 30066.

BACK ISSUES OF SAH PUBLICATIONS FOR YOUR FILES

AUTOMOTIVE HISTORY REVIEW

With the exception of number two, all issues are available from one to fifteen. Price is \$3.00 per copy, plus \$1.00 postage per order in the USA.

NEWSLETTER AND JOURNAL

Out of print: 3, 4, 6, 7, 23, 26, 43.

Very limited supplies: 1, 2, 5, 8, 9, 12, 33, 34, 39.

These are priced at \$1.00 each, while they last, not to be included in quantity prices quoted below.

All other issues: The following price schedule applies;

Single copies, each. \$1.00
Any ten. \$8.00
Any twenty-five \$17.00
All available from #10 thru #75 \$33.00

Please add \$1.00 per order for postage in USA

For shipment outside the USA please make payment in US funds and add ten percent of the amount of your order for shipping.

Make checks payable to The Society of Automotive Historians, Inc., and mail to Fred Roe, 837 Winter Street, Holliston, MA 01746 USA.

Participating in the discussion were Jim Cox, Nat and Helen Dawes, Gosden, Beverly Rae Kimes, David King, Keith Marvin, John Montville, Hayden R. Shepley, and Tom Stewart.

Nat Dawes, Chapter director, presided at the meeting.

The issue at hand was the continual presentation of misguided and erroneous 'facts surrounding automotive history' which seems to be increasing. "In too many cases a writer either accepts a rumor as fact without checking, or he simply doesn't care to ascertain its authenticity," one panelist remarked.

John Montville wondered. "What I cannot understand," he said, "is why so frequently I am solicited for information on a subject in which I am familiar and then, when the inquirer's findings are published, my input is either totally ignored or disregarded. It seems futile for anyone to go to the trouble of asking and then ignore the answer. I may not have all the answers, but I do have some, and I begin to wonder why I was called in the first place. It doesn't make much sense, really."

Keith Marvin cited a recent magazine article in which a certain car's destiny had (allegedly) been terminated by litigation stemming from certain similarities in basic design. "The author," he reported, "explained that the car's maker had copied certain features from a well-known and established marque, and a suit for damages resulted.

"The company lost the suit and went out of business, according to the account, and this," he concluded, "was the end of the line for an old established make. The account was well written and it gave the information.

"The only problem," he concluded, "is there wasn't an iota of truth to it. We'd all heard the rumor. The problem is that the author had also heard it and took it at face value, a tragedy, because it was a rumor—no more, no less—and by perpetuation of these rumors, the new generation of automotive enthusiasts accept as fact all the untruths of yesteryear."

"We have an obligation," a panelist declared, "to get to the truth and separate the truth from the rumor. After all, this is a part of the reason for our existence."

A number of Chapter members are authors and magazine writers on automotive subjects.

"Research is an important part of the game," another participant stated, "and it can be said that if one is checking out a certain historic fact or incident, and noted that so-and-so was quoted in its regard, it can often be taken as fact or disregarded, depending on who so-and-so is. But this is on the credit side of things. Researchers and writers can gain their own credibility and be judged accordingly."

The chapter will meet in the fall at the White Hart Inn, Salisbury, Connecticut, when the annual business meeting and election of officers will be conducted. Nat Dawes will preside.

JAMES E. HARRIGAN

James E. Harrigan, of Des Moines, Iowa, passed away on February 24, 1985. He was an early member of the SAH, with membership card No. 140.

As an active automotive historian, Mr. Harrigan was especially interested in the histories of automobiles and trucks made in the State of Iowa, and he shared the results of his research generously with his many correspondents.

The SAH Board of Directors, on behalf of the active and honorary members of the Society, extends sympathy to Mr. Harrigan's widow, Mrs. J.E. (Ruth) Harrigan.

YESTERDAY'S MOTORIST DISCONTINUED

Yesterday's Motorist, an automobile quarterly edited and published by Les Wilson, of Manchester, England, and announced in the November-December issue of the SAH *Journal*, has been discontinued, according to an announcement made recently by the editor-publisher.

The announcement of the new quarterly was made last August, and the first issue was dated "Autumn." The 32-page periodical included short articles on various automobiles and other aspects of automobilia, as well as auction reports and other data about cars and motoring in general, plus classified ads covering automotive books and other literature.

Its second issue, dated "Winter," appeared in December. Among its feature writers were SAH members Mike Worthington-Williams and Keith Marvin.

In a letter announcing the demise of the publication, Mr. Wilson noted that subscription stood at 600 at the end of November, which wasn't sufficient for the cost of publishing it.

LAST CALL FOR 1985 DUES

If your annual dues payment, due last January 1, is not received by the end of June, 1985, this could be the last SAH publication you will receive for your present membership.

To date, about fifty of our members have not renewed their membership, although reminders have been sent to all whose 1985 dues payment is in arrears.

This indicates that more than 80% of our members have chosen to remain with us, which is about par for organizations such as the SAH, but we hate to lose even the other 20%. It is understandable that most of our non-renewers are recent members who have decided that SAH is not for them, but there are others who have been with us almost since the days of our founding back in 1969, and have unintentionally let the weeks and months go by. We hope that this final prompting will serve to jog their memories, and that they will apply for reinstatement NOW, while they're thinking about it.

Send your 1985 dues payment (\$20.00) directly to the secretary:

Charles L. Betts, 2105 Stackhouse Dr., Yardley, PA 19067

Dues notices for 1986 will be mailed in October or November, 1985.

LETTERS

THE "METEOR" AND THE "LUMB"

Here is a copy of the reference to the St. Louis-built Meteor (Issue No. 93) which prompted its listing in AC/1775, (The Automobile, October 29, 1904).

The Lemon Automobile and Manufacturing Co. is the style of the latest organized company in St. Louis. This company was incorporated the latter part of May with a capital stock of \$100,000. It manufactures one style of machine known as the Meteor surrey. The factory is located at 3419 Lindell boulevard, and the offices are in the new Frisco building. The Meteor is built on the style of buckboards, having two seats instead of one.

Such tidbits as that on the Lumb Motor Truck Company are priceless. In my case, I had a file set up titled "Lumb" trucks, and had not associated it yet with the "Dependable" truck. Thanks. **Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89433.**

NASH SERIAL NUMBERS

From Arch Brown, 7248 Oak Creek Drive, Stockton, California 95207: Might it be possible to use the good offices of the *Journal* in an attempt to find the production figures for the following Nash models:

1921-24 Nash 4-cylinder. all models
 1925 Special Six all models
 1925-26 Ajax all models
 1926 Advanced. Special and Light Six models
 1927 Special. Models 232, 233, 235, 236, 239
 1927 Advanced models. Models 261-266, 268, 271
 1927 Light Six all models
 1928 Advanced models. Models 361, 362, 366, 371
 1928 Special models Models 331, 336
 1928 Standard models Models 321, 322, 325
 1929 Advanced, Special, Standard all models
 1930-37 Nash & Lafayette all models
 1939-42 Nash & Lafayette all models

Many thanks! I'm trying to give a hand with the Nash Car Club of America's effort to compile this information.

(*Editor's Comment*) The only serial number information we are able to provide would be that published in Jerry Heasley's book *The Production Figure Book for U.S. Cars*, available from Motorbooks International and other mail-order book-sellers, but this book lists total Nash production year by year but with no breakdown by separate models.

We suggest that you get in touch with Harlan E. Appelquist, 6328 Rolf Avenue, Edina, Minnesota 55435. He has been compiling serial number information for more years than we can remember, and might be able to supply the detailed figures you are seeking.

A COLORADO-BUILT ELECTRIC AUTOMOBILE

From Deane Fehrman, 1490 Overhill Rd., Golden, CO 80401:

This might be an appropriate time to add a post script to J.H. Valentine's letter in the March-April issue with regard to Unique Mobility, of Englewood, Colorado, and its hybrid electric vehicle. In 1979, UM had established itself as a contender in the then popular electric car field. Forty rather sophisticated cars were built, selling for \$25,000 each. Most ended up in engineering departments in universities both here and abroad, and a few found their way into private hands such as mine. It is my understanding that the company built the "Uniq Turbo Electrek" for General Dynamics under contract for the Olympics. Driving it is a real electrifying experience.



This front-wheel-drive ELECTREK has a top speed of 75 mph, and a city driving range of 75 miles at moderate speeds.

OF MUFFLERS AND CUT-OUTS—AGAIN

From William T. Cameron, 7495 Clearwater Road, Minocqua, Wisconsin 54548: Referring back to Issue No. 92 and Cecil Stockard's lovely article on mufflers, and now Mr. David Rice's comments in Issue No. 94, I would like to throw in my two-cents worth.

I cannot help but mildly disagree with Mr. Rice's contention that cut-outs did not improve a car's performance, and that the use of such a device constituted only an ego massage to the owner.

My knowledge of engine efficiency doesn't proceed much beyond the Model A Ford, with most of my experience an attempt to get more power and speed out of the Model T engine. I got involved to some extent in building race cars designed primarily for out-of-the-way dirt track racing, and helped to purchase and equip what was basically a Ford Model T engine and chassis with all of the speed parts that were available in the early twenties, such as the Chevrolet brothers' "Fronty heads, hollow drilled counter balanced crankshaft, dual carburetors, Atwater Kent ignition, etc., including special headers and large diameter straight-through exhaust pipe." The whole emphasis was getting that engine to "breathe" thus doubling the number of valves, special cam shafts and, of course, that large diameter exhaust pipe, which we felt not only reduced back pressure to a minimum but actually created some suction.

Contrary to Mr. Rice's experience, subjectively I feel that a cut-out on my 1927 Marmon improves the performance, and on my once-owned 1927 Gardner with a Lycoming 8-cylinder engine I again had the feeling that it was a distinct advantage.

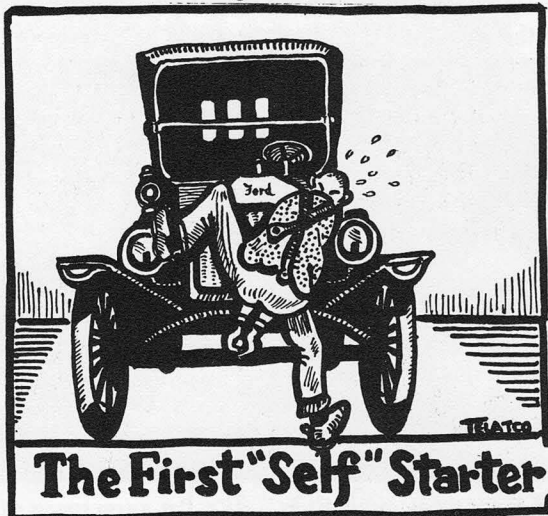
To add to Mr. Stockard's list of the auditory delight provided by various manufacturers over the years—with or without the car's muffler in use—I would add the sound of a well-tuned marine engine exhausting directly without benefit of muffler at or slightly above water level.

As far as I'm concerned, Mr. Rice can get his fun rattling a stick along a picket fence; I'll get mine from listening to the sound made by the unconfined explosions emitted by a well-tuned engine.

FAMOUS FIRSTS

by Alexander Telatco

Of all the systems which have been devised to start an automobile engine, none have proved as simple, dependable and inexpensive as the device being operated by the gentleman in the picture below. It requires no electricity, has no springs to break or gears to jam, and it will still be in usable condition when the car is worn out. This type of 'self' starter can even break the operator's arm without damage to its mechanism.



The First "Self" Starter

CHAPTER DOINGS

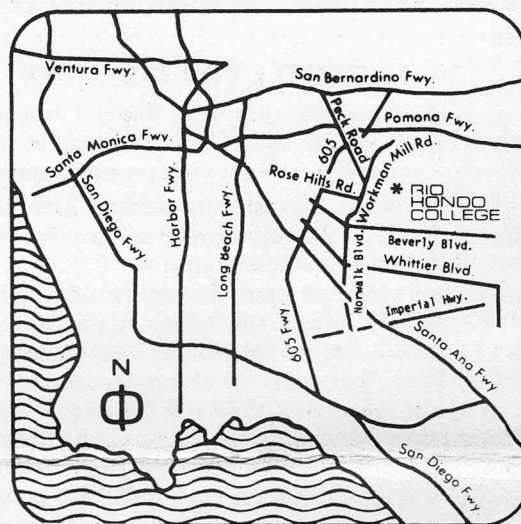
SOUTHERN CALIFORNIA CHAPTER

The Southern California Chapter of the Society of Automotive Historians, Inc., will present its third Annual Automotive Literature Fair and Exchange on Sunday, August 11, 1985. The event will be held at Rio Hondo College, 3600 Workman Mill Road, Whittier, California, from 6 AM to 3 PM. Admission is free, and there is no charge for parking.

The Literature Fair and Exchange is restricted to automotive literature, memorabilia, and small collectibles—no parts or non-automotive items.

Vendor spaces, 20'x20' are available at \$15.00 each. For further information, call Steve Richmond (818) 285-3103 (days) or (818) 445-6429 (evenings).

The sale is held each year for the benefit of the Briggs Cunningham Foundation.



RESEARCH and CLASSIFIED ADS

WANTED—Individuals to serve as U. S. Coordinators in soliciting the help of researchers, historians, editors, librarians, scholars, publication managers, etc., in the formation of a World Foundation of Transport. For free details, write to: **Raymond Vaes, Gebr. Van Raemdoncklaan, 46, B-2520 EDEGEM, Belgium.**

WANTED—Information concerning identification relative to dash clocks and automobiles where used. Also want trilogy authored by Nevins and Hill concerning Henry Ford. **Irvin A. Pogue, 212 N. William Drive, Chillicothe, IL 61523**

WANTED—Original photographs of custom-bodied Lincoln automobiles, circa 1931-1939. Also original sales literature and issues of *The Lincoln Newsletter* and *The Lincoln Magazine*. **Edward Swain, 3rd. Post Office Box 320, Bryn Mawr, Pennsylvania 19010. (215) 688-4844 (evenings).**

WANTED—Original color renderings of custom coachwork by such classic era artist/designers as Roland L. Stickney (LeBeon and Judkins), Frank Hershey (Murphy), Philip O. Wright (Murphy), Briggs Weaver (Waterhouse) and others. **Edward Swain, 3rd. Post Office Box 320, Bryn Mawr, Pennsylvania 19010. (215) 688-4844 (evenings).**

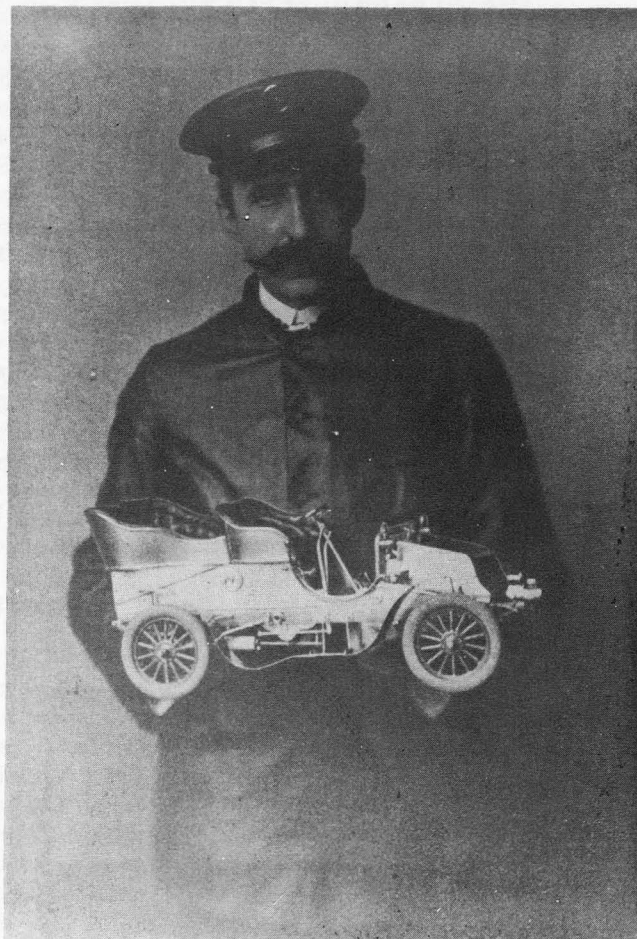
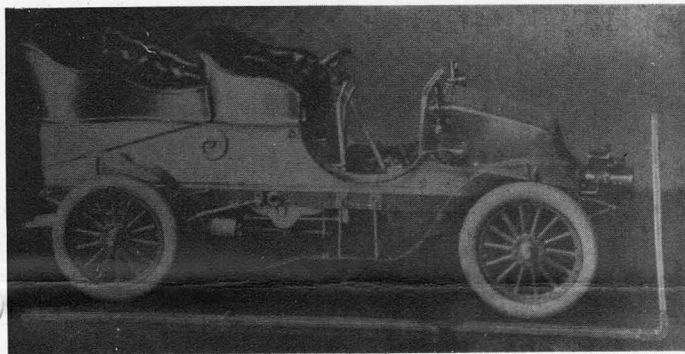
WINTON IN MINIATURE

by Walt Gosden

One of the earliest true-to-scale models of a real automobile was made during the early part of 1903. Dr. Frank W. Brandow, of Pittsfield, Massachusetts, had a hobby of making accurate scale models of things mechanical, and the automobile he chose to make was a Winton touring car.

The model was eighteen inches long, made of brass and silver, and upholstered in black leather. *Motor World* noted that the good doctor chose to make a model of the Winton because it was "the representative American car."

As can be seen in the photographs, even a miniature Solar headlamp was fitted to the small Winton. Apparently this was the second Winton model the doctor had made, as a year earlier he had reproduced a 1902 car in miniature. One wonders if he continued to make models of Wintons as the years progressed. No further mention of the doctor and his work have been found, other than a report on the 1903 model in the Winton house publication, *The Auto Era*, for May 1903. This small Winton was exhibited in the front window of Tiffany and Company in New York at the time. Has it survived, or has anyone seen earlier attempts at precision model making of automobiles earlier than this example?



AS I REMEMBER MR. C. T. SILVER

By Burt J. Hubbard as told to W. S. Huffman

March 21, 1962

He was always called C.T. Silver, and he was the Apperson Brothers Automobile Company's distributor in New York City. My first meeting with him was in the spring of 1917, when he came to the Apperson plant in Kokomo, Indiana, to see the Apperson brothers about incorporating some special features in automobiles built for distribution under the name of Silver Apperson.

The Silver Apperson used the standard Apperson chassis and general construction including touring car bodies, rolled fenders, standard hood with center panel on top with a long ventilator on this panel to let heat out from under the hood. Also, in the top of the cowl, was a ventilator consisting of an aluminum frame with a glass cover to permit light to shine on the foot pedals. This was screened with a fine screen to keep insects out when the ventilator was opened.

The only difference between the regular Apperson Anniversary models and the Silver Apperson was the convex radiator core especially made by a radiator company in New York. The radiator ornament was a statue of a lady with arms up-raised. Form-fitting upholstery was also used on the Silver Apperson. This type of upholstery was very comfortable, so much so that the company used it in its standard cars a little later. The bodies were the standard Anniversary Model bodies for four and seven passengers. Individual front seats were provided, and the driver's seat was adjustable.

I made several trips to New York, and talked with C.T. Silver to establish the design of the form-fitting upholstery that he wanted the Apperson brothers to use in his Silver Appersons, and the style of the radiator cores that were made in New York at a cost of \$85 each. Mr. Silver had a man in New York who made drawings for the car, but I never saw him.

After working hours, C.T. Silver would always show me a good time in New York. He would take me to dinner and then to a good show. Sometimes we would go to a nightclub and spend the evening. Mr. C.T. Silver was a free spender, well dressed and a gentleman in every respect. I saw him several times when he came to the Apperson Brothers Automobile Company plant in Kokomo to check on some of the Silver Apperson automobiles he had ordered.

The last time I saw C.T. Silver was in 1932 or 1933. He came to my garage and asked me to take him to Delphi, Indiana, to catch a train to Chicago. I drove him to Delphi in my V-8 Apperson sedan, about eight years after Apperson production had ended.

Editor's note: Burt J. Hubbard had been employed in the automobile industry for many years, beginning in 1902. He had worked for Wolverine, in Grand Rapids, Michigan, Reo and Olds in Lansing, Studebaker in Detroit, and from September 1912 to November 1923 he was chief engineer at the Apperson company in Kokomo. Later he was employed by Stutz in Indianapolis and Warner Gear in Muncie, Indiana. He retired in 1956, and died in the 70's.

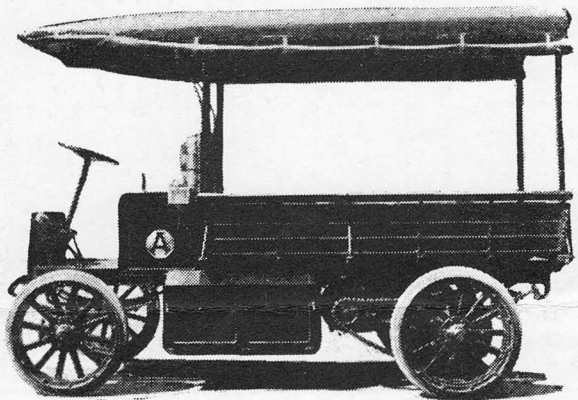
THE ATLANTIC ELECTRIC TRUCK

by Ralph Dunwoodie

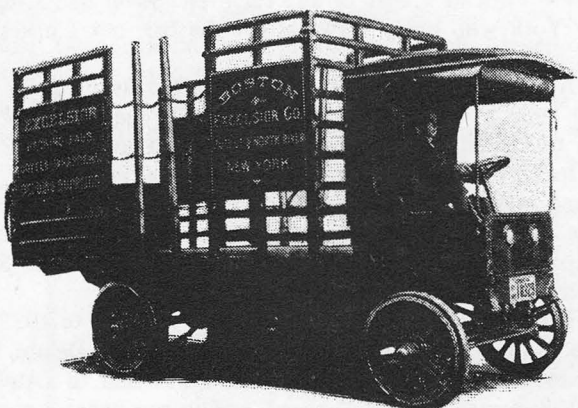
The Atlantic Electric Truck was built at Newark, New Jersey, from 1912 to 1914 by the Atlantic Vehicle Company, and later (1915-1922) by the Atlantic Electric Vehicle Company. The original company was incorporated in March 1912 with a capital of \$390,000 to manufacture electric motor wagons designed by Arthur J. Slade, chief engineer, formerly of the Commercial Motor Car Company, New York City, a firm of motor truck consultants. A year and a half of designing and experimentation was said to have been done before the truck was offered for sale.

A temporary factory was secured at Oraton Street and Verona Avenue in Newark, and manufacturing began. Officers were: McKinley Boyle, president; Ralph Singer [*Commercial Car Journal* says 'Ralph Sanger'] was vice president and sales manager; and M. Black was secretary. An article in *Power Wagon* reported that seven multimillionaires were among the company's backers. General offices were at 1600 Broadway, New York City.

The first truck was completed in May 1912. Four models were offered in 1, 2, 3½ and 5-ton capacities.



Atlantic Model 1C, 1-ton Covered Flareboard, \$2655.



Atlantic Model 2-C, 2-ton Stake, \$3215.

In June 1912 a permanent factory was acquired by the purchase of the Royal Machine Company of Newark, thus permitting manufacture to get under way without the usual delays. The same four models were offered for 1913. In June the company bid on vehicles for the U. S. Postal Service. In September a fifth model, a 1000 pound shaft-driven truck, was introduced as a 1914 model, all others being chain-driven.



Atlantic Model 3-C, 3½-ton Stake, \$3900.

The announcement of a 1914 model seems to have been premature, for in December the company entered receivership, with A.P. Osborn and H.L. Davisson as receivers. The blame was attributed to "extravagant methods in the sales department." In March 1914 the entire plant and equipment were ordered sold by April 15, and G.W.C. McCarter was appointed trustee in bankruptcy. The Boeger-Meyer Machine and Tool Company, 140 Lafayette Street, Newark, purchased the goodwill, drawings, patterns, jigs and tools, and most of the finished parts. The plant went to Ferdinand Friedeberg, of New York, for \$11,750.

In 1915 the company was reorganized as the Atlantic Electric Vehicle Company, with factory at 893-897 Frelinghuysen Avenue, Newark. For 1916 the new company offered six models, all equipped with General Electric motors and controllers. Capacities ranged from one-half ton to five tons. 1917 saw the selection reduced to four sizes. By 1920 the company was offering five models again, which were continued into 1922. The company's name does not appear on 1923 lists.

No evidence of automobile production has been found.

Sources:

Horseless Age

The Automobile

Power Wagon

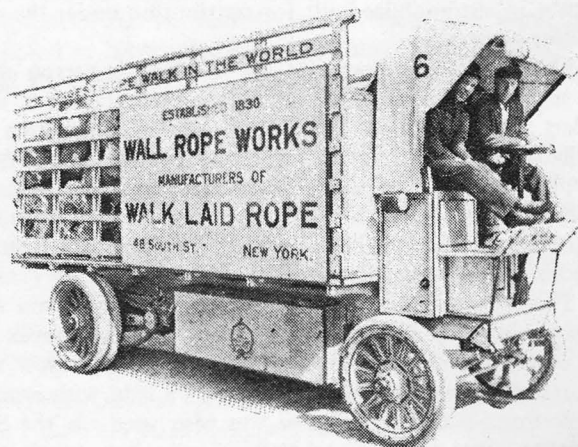
Automobile Topics

Automobile Trade Journal

Motor World

Commercial Car Journal

Motor Age (65 indexed pages)



Atlantic Model 5-C, 5-ton Stake, \$4575.

BOOK REVIEW

STANDARD CATALOG OF AMERICAN CARS 1805-1942, by Beverly Rae Kimes and Henry Austin Clark, Jr. 1536 pages. More than 4500 illustrations. Soft covers, 10 $\frac{3}{4}$ " x 8 $\frac{3}{4}$ ". ISBN 0-87341-045-9. Krause Publications, 100 E. State Street, Iola, Wisconsin 54990. \$29.95.

At last it's here, and it was well worth waiting for. This massive volume, which resembles in size and shape a telephone directory for one of our larger cities, is the latest word in comprehensive coverage of American automotive history from Oliver Evans' Steam Amphibian of 1805 to the last cars built before the shutdown for World War II military production. And I predict it will be a long, long time—if ever—before this magnificent volume will be surpassed. It has taken thousands upon thousands of hours in the making and, judging from the contents, they were carefully spent hours. Beverly Rae Kimes and Austie Clark deserve the heartfelt gratitude of all historians, collectors, history aficionados and those who are just peripherally interested in automobiles. (This reviewer is listed as a consultant to the author, but since any efforts on his part were at the outset and minimal, there is no danger of a conflict of interest in these few words.)

The *Standard Catalog* contains over 5000 histories of cars and companies, more than 4500 illustrations, detailed production totals by series and body styles, extensive serial number and specification data as well as options and accessories and, for those active in the marketplace, listings of factory prices of many models plus a one-to-five estimated value today, from perfect restoration to deplorable or poor. This is an asset to those interested, and it won't bother those who aren't.

Details of this or that make of car are meticulous. One can get an excellent picture of the companies, their problems from year to year, those involved in various corporate and financial schemes, and just about everything else. This is the first work in which many of those corporations are shown for what they were and why they varied in their respective successes or failures. As an acquaintance remarked to me after checking out one of the companies which interested him. "And they say history isn't interesting." He borrowed my copy to learn some facts. He learned them, and immediately sent for his own copy. I think we'll see a lot of this where the *Standard Catalog* is seen and then looked over.

There is some very useful cross-indexing throughout so a third-grader would have difficulty getting lost. There are also some appendices which list steam cars, electrics, and other non-internal-combustion types, as well as highwheelers and others, plus a geographical index showing, on a state-to-state lineup, those cities, villages and hamlets in which automobiles were known to have been built, whether on a multi-million dollar corporation scale or attempts by a backyard tinkerer or machinist.

This, I feel, is probably the most valuable single work on American automotive history to date, and the beauty of it is that it has been written for everyone and written so that everyone can understand it. It avoids the pedantry which has spoiled so many other historical studies. Even so, the massiveness of this volume's coverage puts it in a niche of its own, and at a price within easy reach of anyone.

Like anything else produced on so large a scale, there are errors here and there, and the author will be grateful to any reader who will call them to her attention. I found very few considering the size of the work, and the reason they should be reported is so that corrections may be made in forthcoming editions.

Keith Marvin

MEMBERSHIP LIST CHANGES

ADDRESS CHANGES AND CORRECTIONS

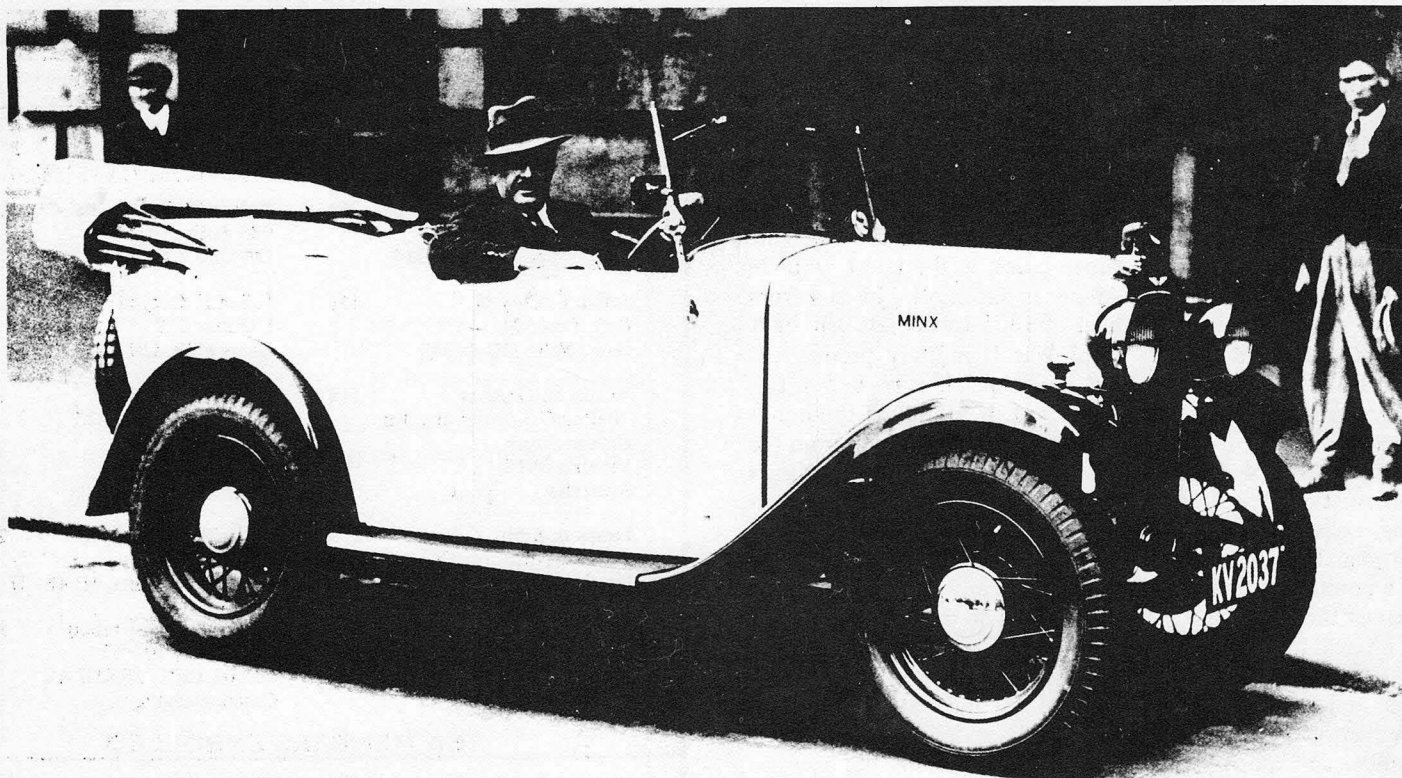
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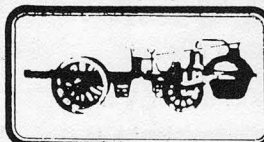
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This 1932 Hillman Minx, with Captain T. Yates Benyon at the wheel, was driven from London to Calcutta, a distance of 6,800 miles, in an effort to beat the time of the mail boat. The trip took 33 days, but how long it took the mail boat is not known. Note the miniature elephant on the radiator cap—obviously a non-standard item.



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