



*Wisconsin Society of
Automotive Historians*
WSAH

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Carhart Chronicle
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Bowar Bros. Hardware & Implements Store [Cross Plains, Wisconsin] – 1910's

A Few Words from the President

Iola 2017 is in the rear view mirror and, from all accounts, was quite successful. On September 20, Don Gullikson, Jim Morris, and I will meet with Car Show staff for our usual "post show" meeting to discuss what went well and what can be improved.

Saturday, September 16 is our annual WSAH autumn meeting in Cross Plains in conjunction with the Hill and Valley Car Show and Tour. See details elsewhere in this issue of the Carhart Chronicle. It has been said many times, but once more: This show has become a favorite of many members, so if you have never been there, give it a try.

Since our Iola post show meeting will be after Hill and Valley, if you have anything you would like to have us bring up there, bring your ideas to the H & V meeting.

Nothing else comes to mind right now, so this time it will actually be "A Few Words . . ." Ken (PFL*) Nimocks -- *President For Life

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Wisconsin Society of Automotive Historians
Minutes from Summer Meeting (July 7, 2017)

After a plan to have a bit cooler environment for our July meeting, the WSAH group settled in the maintenance building on the Iola Car Show grounds. Those members in attendance were President Ken Nimocks, Vice President Michael Keller, Secretary Dan Manola, Newsletter Editor David Tesch, Treasurer Gary Koehnke, Director Jim Morris, Webmaster Jessica Zdanowicz, and members George Tesar, Gene Steinfeldt, Dan Sharpee, Randy Nimocks, and guest Terry Nimocks.

Meeting was called to order at 2:00p.m. sharp by president Ken Nimocks. A motion was made by Michael Keller to accept meeting minutes of last meeting and seconded by Gene Steinfeldt. Treasurer Gary Koehnke gave the details of the treasurer's report with various expenses and receipts. Dan Manola made a motion to accept treasurer's report and it was seconded by Jessica Zdanowicz.

Old Business -- It was noted that contact with member Don Luebke has failed. An attempt to connect with Don at his apartment proved futile and no further details could be accomplished at this time. It was felt that a replacement for Don as Director should be made. The idea of adding Don Gullikson as the replacement director was instituted and by vote he was elected to the post.

The subject of establishing our parameters of what an honorary member and what we could define as a member emeritus were discussed. It was decided that member Phil Hall who had exemplified what an active member, and one who had performed his duties in an exemplary manner should be given member emeritus status. It was then felt we should give "Red" Lewis an honorary membership. The decision to pursue doing additional DVD tours of museums or collections was discussed and the costs involved. The last video's cost was approximately \$2000.00 and some potential individual's names were mentioned for consideration.

A donation was made of \$25.00 to the Wisconsin Historical Society which supports us. This motion was made by Michael Keller and carried by vote. Michael Keller also applauded the fine work accomplished on the creation of our website by Jessica Zdanowicz and the fulfillment of the creation of the Carhart Chronicle and its great content by David Tesch. Ken Nimocks said that Jessica will scan our old publication, "The Spark" onto our WSAH website.

New Business -- Our involvement with the Iola Car Show, although being somewhat minimized, still requires our group to stay busy coordinating several tasks and we are able to accomplish them without incident. There appears to have been a placement of many new benches on the Iola grounds and we may consider a future donation to sponsor some benches. We will decide in the future of what links we would consider acceptable to our website.

The next meeting for our group will be September 16, 2017 at Hill & Valley gathering in Cross Plains, Wisconsin. Watch for details in the Carhart Chronicle. A motion to adjourn meeting at 2:50 p.m. was made by Dan Sharpee and seconded by Michael Keller.

Respectfully Submitted, Secretary Dan Manola

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WISCONSIN SOCIETY OF AUTOMOTIVE HISTORIANS SUMMER MEETING 2017



In Expression of Appreciation WSAH members were placed in a *Posh/Decorative/Acoustically Controlled Professional Meeting Environment*
(photography courtesy of *Jim {Paparazzi} Morris*)



DVD Promotion/Sales: Promotion continues for the Gene Grengs Collection DVD project. WSAH members are strongly encouraged to promote this unique/historic WSAH publication/production within their personal communities {libraries, museums, educational institutions, etc}.

Wisconsin Society of Automotive Historians Informational Table in the Feature Display Tent Center



(hidden spy-cam imagery courtesy of Jim (Big Brother) Morris)

Concepts/Ingenuity/Design/Creativity/Inventiveness in the Automotive Field

1958 Packard Station Wagon



In hindsight, the decision to build out the final years of Packard production using slightly modified Studebaker bodies was truly a sad way of seeing an end to a marque that had created some wonderful cars, starting with its five Model A roadsters built in 1899. Surviving the Depression and two World Wars, Packard lost its hold on the luxury car market by continuing to offer mid-level-priced models during the mid- to late '40s. Despite the fact that its image suffered because of this marketing decision, Packard did well through to the end of the '40s, only to see its fortunes take a turn for the worse in the early '50s. Unable to bring a new model to its line to commemorate its 50th anniversary in 1949, and ranked last among the independent

manufacturers, 1950 brought strikes and low production numbers to the company's list of woes. Looking like it was poised to rebound, Packard announced that it would restyle its model lines on an annual basis, starting in 1951. Though profitable defense contracts helped financially, the impact of the Korean War limited car production and, again, strikes in supporting industries added more problems. Packard bought out a struggling Studebaker in June of 1954 and before this new corporation, Studebaker-Packard, was taken over by the Curtiss-Wright Corporation in 1956, managed to debut a number of powerful, technologically advanced models in its 1955 line. But the heyday of this independent automaker was fading fast. Overwhelmed by production and quality-control problems and losing sales because of a price war between giants Ford and GM, the 1957-58 Packard line clearly displayed its Studebaker roots and, though mechanically sound, buyers were quick to realize that these cars represented a stopgap measure. The plan to carry the Packard name on models built at Studebaker's South Bend facility, as Packard's Detroit factory had been closed down, didn't fool anyone into believing that these were anything but revamped Studebakers. This is most evident when viewing the new models of the 1957 line, the Town Sedan and Country Sedan (station wagon). The 1958 line offered slightly more refined styling, but it was still obvious that these were not true Packards. The Clipper nomenclature was eliminated and the Packard line consisted of four models. Of these, the station wagon recorded the least sales with only 159 buyers. The '58 wagon carries many of the styling elements that were in vogue at the time, from its quad-headlamp arrangement to its nicely blended tailfins. Two-tone paint, a hood scoop and bullet-nosed bumpers continued the theme and really helped differentiate the country sedan from its sibling in the Studebaker line, the 1958 Commander Provincial station wagon, but as soon as one views the greenhouse/roof structure, there's no denying the Packard's lineage.

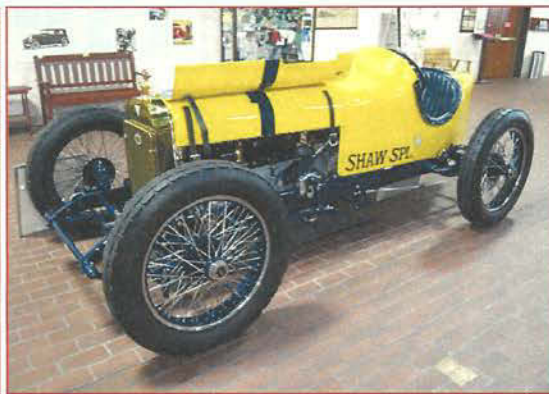
1958 Packard Station Wagon Specifications

Wheelbase	116.5 inches
Length	206 inches
Weight	3,555 pounds
Track (F/R)	56-11/16/55-11/16 inches
Body	All-steel four-door, 6-passenger based on Studebaker Commander platform
Engine	Studebaker 289-cu.in V-8, 210hp

Committee Works to Save Hostetler's Hudson Museum



1937 Terraplane Pickup Express



1917 Hudson Shaw Special racing car



Situated in northeast Indiana, nestled between Interstate 80 and State Route 20, the small town of Shipshewana may be best known for its quaint Amish and Mennonite farms, buggy tours, and the largest flea market and auction in the Midwest. Thanks to the generosity of Eldon Hostetler, Shipshewana is also home to one of the finest Hudson automobile collections on the planet, but, unless the facility can find a new and ongoing source of revenue by late October, Hostetler's Hudson Automobile Museum may be faced with closure and its contents auction-bound.

Eldon grew up on an Amish farm near Shipshewana, and learned to drive an automobile behind the wheel of a neighbor's 1936 Hudson Terraplane. His first car was a 1938 Hudson, though Eldon didn't begin collecting the brand's wares in earnest until the early 1980s. By then, the lifelong inventor had amassed over 100 patents to his credit, and faced with retirement, his second wife Esta encouraged him to adopt a hobby. Collecting Hudson, Essex, Terraplane, and Railton automobiles became his passion, and in 1992 he purchased eight acres of land in Shipshewana, with the thought of one day opening a Hudson museum. Five years later, Eldon purchased an adjacent 10-acre plot, and by the end of 1997, struck a deal with the Shipshewana Town Manager: Hostetler would donate the land and the vehicles if the town would build a place to house them.

The building that houses the Hudson collection is more than just a museum. Officially the Shipshewana Town Center building, its 60,000 square feet is also designed to host meetings, conferences, and weddings, and the adjacent Blue Gate Garden Inn offers 154 rooms of convenient accommodations. Construction of the Town Center building reportedly cost \$8 million, much of it funded by bonds. While the bonds matured, hotel guests paid an "innkeeper tax" that generated roughly \$150,000 annually to support the Hudson Museum.

The agreement between Eldon and the town stated that the museum would be kept in operation as long as he and Esta were alive. Eldon died in January 2016, while Esta passed away 16 months later, in May of 2017. By then the Shipshewana Town Center building had been sold to an investor, and as WNDU reported, county tax officials removed the innkeeper tax, believing the construction bonds to be paid. That left visitor admissions, which total roughly \$23,000 per year, as the sole source of revenue for the Hudson Museum. Faced with mounting losses, the town considered closing the museum and auctioning off the collection, valued at an estimated \$4.3 million.



1931 Hudson [Greater Hudson] used by President Hoover in Panama



1948 Hudson Commodore Woodie

In June, a committee was formed to create a plan for the museum's salvation, headed by local businesswoman Joanna King. Last month, *The Goshen News* quoted King as saying, "We have a plan that we feel is sustainable and it is a plan that won't make the taxpayers of Shipshewana responsible for an entity such as this." Shortly after, the committee was given a 90-day extension to fine-tune its plan, making the new deadline the town council meeting in late October.

There's more good news as well. While the Town Center property had been sold, the construction bonds were refinanced and won't mature until roughly 2023. The innkeeper tax has since been reinstated, returning previously lost funding to the museum, at least on a temporary basis.

Pending another extension, the fate of Hostetler's Hudson Museum, and the 35-year, 50-car collection will be decided in roughly 60 days. While town residents, and most town officials, are in favor of keeping the collection intact and the doors open, this can only happen if a solution is found to generate sufficient ongoing income to meet the museum's expenses. In King's words, "We do not want the museum to be a tax burden on the residents of Shipshewana."

Storm of the Century [thus far]

The Iola Car Show Hail Storm

JULY 7, 2017



(1)



(2)



(3)



In a twist of an Old Saying: Yelling "Hail" at a Car Show Equates to Yelling "Fire" in a Theatre

On the afternoon of Friday July 7th that always dreaded/unthinkable/potentially costly event finally occurred — a Hail Storm in the midst of the Iola Car Show.

The stage was initially set as severe weather was continuously forecast for the show days throughout the week. The Car Show set-up week began with a cloudburst that deloused the Feature Display Tent in a torrential downpour filling the display area with water/mud/debris on the afternoon of Wednesday July 5th resulting in additional clean-up time. The campsites on the opposite end of the grounds became a muddy quagmire.

Shortly following the Wisconsin Society of Automotive Historians meeting on the afternoon of Friday July 7th the skies began to display an ominous disposition/feeling. AccuWeather actually stressed the approaching severity of the situation advising all participants at the Iola Car Show in Wisconsin to seek immediate shelter.

Within moments the sky unloaded with a non-ending river of rain increasing with intensity as the storm rapidly progressed into an assault by hail. Hail diameters ranged from BB to Pea to Buckshot size dependent upon location within the Iola Car Show grounds with standing water depth in some areas actually measured in feet as opposed to inches. Some vehicle damage was apparently reported.

Three individual videos were recorded at different locations situated throughout the show grounds documenting this unique experience and may be viewed in their entirety at the web-sites listed below:

1. The first recorded from the Feature Display Tent by WSAH member Jessica Zdanowicz

<https://youtu.be/w-wQcR1Vd9k>

2. The second recorded in the lot east of F & W Publications by WSAW NewsChannel 7 (Wausau) reporter Maria Szatkowski

<https://www.facebook.com/NewsChannel7/posts/10154804128508660>

3. The third recorded by an anonymous individual near Gate 3

<https://www.youtube.com/watch?v=f4ToXAUxdYs&t=129s>