



*Wisconsin Society of
Automotive Historians*
WSAH

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Carhart Chronicle

Summer 2018



4th of July Auto Rally (Main Street) [Humbird, Wisconsin] – 1917

A Few Words from the President

The Iola Car Show will be the occasion for our "Annual Meeting and Election of Officers" (as stated in the wording to our report to the Wisconsin Historical Society). We have not closely followed our WSAH bylaws regarding elections, rather have tended to simply fill vacant positions and entertain motions to keep the current officers. Please see the Friday July 13th 2:00 p.m. meeting notice elsewhere in this issue as well as mention in the minutes of a replacement for the VP office.

Jim Morris, Don Gullikson, and I have had two meetings with the Car Show staff to choose specific vehicles for tent display and plan for 2018 and the "Lights, Camera, Action" theme. There is a possibility of several changes with the pending acquisition of the former F+W publishing building. I will send an email to volunteers, as necessary, listing changes. As always, volunteers are needed from Wednesday noon until Saturday evening. There are those who have helped out for many years and know what needs to be done, but we can always use more help. Don't be apprehensive about volunteering if you have never helped in the past.

Call me at (920) 655-2740 and I will answer your questions and give needed background. Any of the "regulars" will help you out too, and they should call or email me to let me know when they are available.

Just a reminder to update your contact information any time you have a change in your phone number(s), email address, or residence address. Please send any changes to Treasurer Gary Koehnke – email: gary7140@att.net, or US mail to 931 Beta Drive, Neenah WI 54956-1357. Gary will update his roster and forward your information to some of the other officers.

At our Spring Meeting in Hartford we saw the newest Wisconsin Automotive Museum promotional brochures, which we help sponsor. Several members took brochures to distribute and we will have them available at our Iola WSAH table.

It is time that we officially decide on any Honorary and Emeritus members. Honorary is for those who are not, or have not been, a member but have been supportive of our efforts. Emeritus is for those who have been members but are no longer active. We do have some who we have kept on our mailing list, but have never passed a motion to make them officially Honorary or Emeritus. Bring your suggestions to the meeting. Hope to see you there!

Ken (PFL*) Nimocks

*President For Life

Wisconsin Society of Automotive Historians

Minutes from Spring Meeting (April 28, 2018)

With much better weather than had occurred with the original meeting date, the members of the Wisconsin Society of Automotive Historians met for the Spring meeting. Members present were President Ken Nimocks, Newsletter Editor David Tesch, Treasurer Gary Koehnke, Secretary Dan Manola, Directors Don Chandler, Jim Morris and Don Gullikson, Webmaster Jessica Zdanowicz, and members George Tesar, Randy Nimocks, Robert Barr, Greg Vanark, Dan Sharpee, and Wisconsin Auto Museum Executive Director Dawn Mueller. Also in attendance were guests Alan Budleski and Terry Nimocks. Introductions were given by everyone to introduce any new members.

President Ken Nimocks called the meeting to order promptly at 2:00 p.m. A reading of the treasurer's report was given by Gary Koehnke. Randy Nimocks made a motion to accept the treasurer's report and Dave Tesch seconded the motion. The minutes from the Fall meeting in Cross Plains were not read.

Old Business- Webmaster Jessica Zdanowicz said that all but a few Carhart Chronicles are now available to be read on our website and she is diligently scanning and posting our original newsletter publication, The Spark, on the website. She mentioned that this project will take time as The Spark is a double half page document. Replacement of our current vice president was discussed as Michael Keller felt he could not properly fulfill the duties of the position. He said he would be open to stepping down and letting someone else fill the position. Anyone interested in volunteering to take the open vice president's position should step forward.

Our annual donation to the Wisconsin Auto Museum was brought forth and it was decided that, as in the past, we would give the museum our donation. A motion was made by Don Chandler and seconded by Robert Barr. Dawn Mueller, the Executive Director of the museum, was most appreciative and showed the most recently printed brochures for the museum.

Ken Nimocks mentioned that member Wally Heil is involved in the meet featuring Dodge Brothers vehicles June 17 - 22 in Green Bay. There will be a public display of participants' vehicles on Friday, June 22, from 11AM to 3PM at Tundra Lodge. Member George Tesar told of his trip to Europe visiting various automobile museums. He explained that many of the museums are linked with a dealership connection to demonstrate and sell automobiles. Ferrari, Ducati, Fiat, and Lamborghini were some of the establishments he visited. He had photos on his computer to show after the meeting. Next, in giving an account of his attendance at the Historical Vehicle Association conference in Philadelphia, member Robert Barr detailed his experience with the conference. It was at a building which the jeweler Bulgari purchased and it contained an indoor track on which the participants could drive various supplied classic automobiles around. He noted that the fee was well worth the event with dinners and the facility to attend. He also explained the changes that will take place on the SAH's website with him accepting the task of updating it. It will be a WordPress platform. George Tesar visited the Wisconsin Historical Society in Madison and informed us of their need for volunteers to assist in organizing the auto sections of their collections.

New Business- The Iola Old Car Show's theme for this year's show is "Lights, Camera, Action" featuring movie cars and service vehicles. A change which has taken place is that the building which housed the FW publications has been sold to the Iola Old Car organization. Ken Nimocks, Don Gullikson, and Jim Morris will attend a pre Iola meeting to discuss the choices of vehicles for the tent and any issues which may affect the layout of show. The July Summer meeting will be announced in the next Carhart Chronicle issue. President Ken Nimocks adjourned the meeting at 4:00 with a motion by Dave Tesch and seconded by Dan Sharpee. The group made arrangements to dine at Hank's Restaurant after the meeting.

Respectfully Submitted, Secretary Dan Manola

WISCONSIN SOCIETY OF AUTOMOTIVE HISTORIANS SPRING MEETING 2018



With signage of 'Desired Letter Size' guiding Membership of the Wisconsin Society of Automotive Historians the meeting began in earnest

IOLA CAR SHOW 2018 PLANNING COMMITTEE MEETING



Wisconsin Society of Automotive Historians Representatives & Iola Car Show Staff determined the 'Chosen Few Applications' for the event



Movie Cars



And rewarded with a No Expense Spared Buffet of the finest catered dining Iola has to offer
(photography courtesy of Jim (Paparazzi) Morris)

What happened

'On the Same Day as the Wisconsin Society of Automotive Historians Meeting'

in Automotive History?

July 13th

1978 Henry Ford II fires Lee Iacocca as Ford's President

On this day in 1978, Ford Motor Company chairman Henry Ford II fires Lee Iacocca [Lido Anthony "Lee" Iacocca] as Ford's president, ending years of tension between the two men. Born to an immigrant family in Pennsylvania in 1924, Iacocca was hired by Ford as an engineer in 1946 but soon switched to sales, at which he clearly excelled. By 1960, Iacocca had become a vice president and general manager of the Ford division, the company's largest marketing arm.

He successfully championed the design and development of the sporty, affordable Ford Mustang, an achievement that landed him on the covers of Time and Newsweek magazines in the same week in 1964.

In December 1970, Henry Ford II named Iacocca president of Ford, but his brash, unorthodox style soon brought him into conflict with his boss. According to Douglas Brinkley's history of Ford "Wheels for the World," Henry authorized \$1.5 million in company funds for an investigation of Iacocca's business and private life in 1975. Suffering from a heart condition and aware that the time for his retirement was approaching, Ford made it clear that he eventually wanted to turn the company over to his son Edsel, then just 28. In early 1978, Iacocca was told he would report to another Ford executive, Philip Caldwell, who was named deputy chief executive officer. In his increasingly public struggle with Ford, Iacocca made an attempt to find support among the company's board of directors, giving Ford the excuse he needed to fire him. As Iacocca later wrote in his bestselling autobiography, Ford called Iacocca into his office shortly before 3 pm on July 13, 1978 and let him go, telling him "Sometimes you just don't like somebody." News of the firing shocked the industry, but it turned into a boon for Iacocca. The following year, he was hired as president of the Chrysler Corporation, which at the time was facing bankruptcy. Iacocca went to the federal government for aid, banking on his belief that the government would not let Chrysler fail for fear of weakening an already slumping economy. The gamble paid off, with Congress agreeing to bail out Chrysler to the tune of \$1.5 billion. Iacocca streamlined the company's operations, focused on producing more fuel-efficient cars and pursued an aggressive marketing strategy based on his own powerful personality. After showing a small profit in 1981, Chrysler posted record profits of more than \$2.4 billion in 1984. By then a national celebrity, Iacocca retired as chief executive of Chrysler in 1992.



Lee Iacocca & Henry Ford II

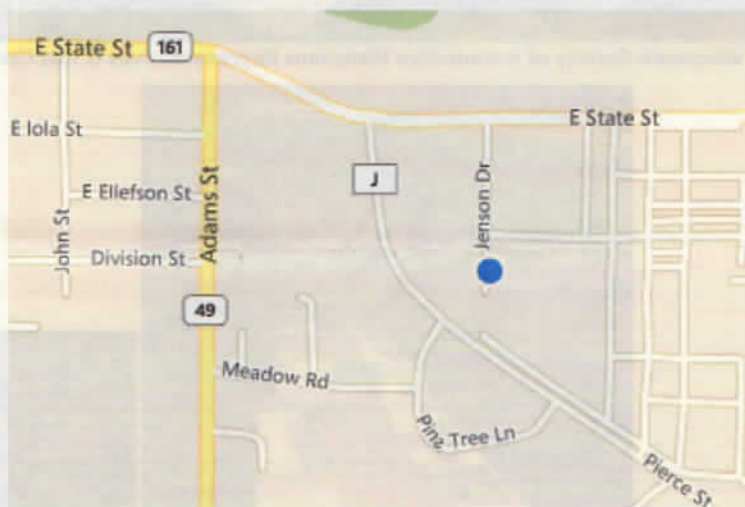
WSAH Annual Summer Meeting:

The next meeting of the **Wisconsin Society of Automotive Historians** will be held **Friday July 13, 2018** at the **Iola Car Show**



(130 Jenson Drive, Iola, Wisconsin).
Located approximately ¾ mile east of
Main Street.

The meeting will be at 2:00 PM. Members will meet at our table in the **Theme Tent** and then find a spot for a brief meeting. Check the website at <http://iolaoldcarshow.com/> for additional information/directions if you are not familiar with the show ground location.



See Map >>>>>>>>>>>>>>



Remembering - Allan {Al} P. Finseth

WSAH member Allan {Al} P. Finseth of Augusta Wisconsin passed away March 31, 2018 at age 78. Al's passion was historic antique automobiles and trucks including Cadillacs, Franklins (one of which he specifically went to Ireland to purchase), Reos, and Packard firetrucks/automobiles to name just a few. Al had numerous interests with his biggest passion being the collection and restoration of vehicles beginning with the search on through the entire process it took to finish them. Those who knew him appreciated his extensive historic automotive knowledge/heritage. Everyone enjoyed his passion for life, his positive attitude, and all the many stories that included his vast knowledge in numerous areas. He will be missed.



Historic-Antique Car Display/Activities Calendar of Events 2018

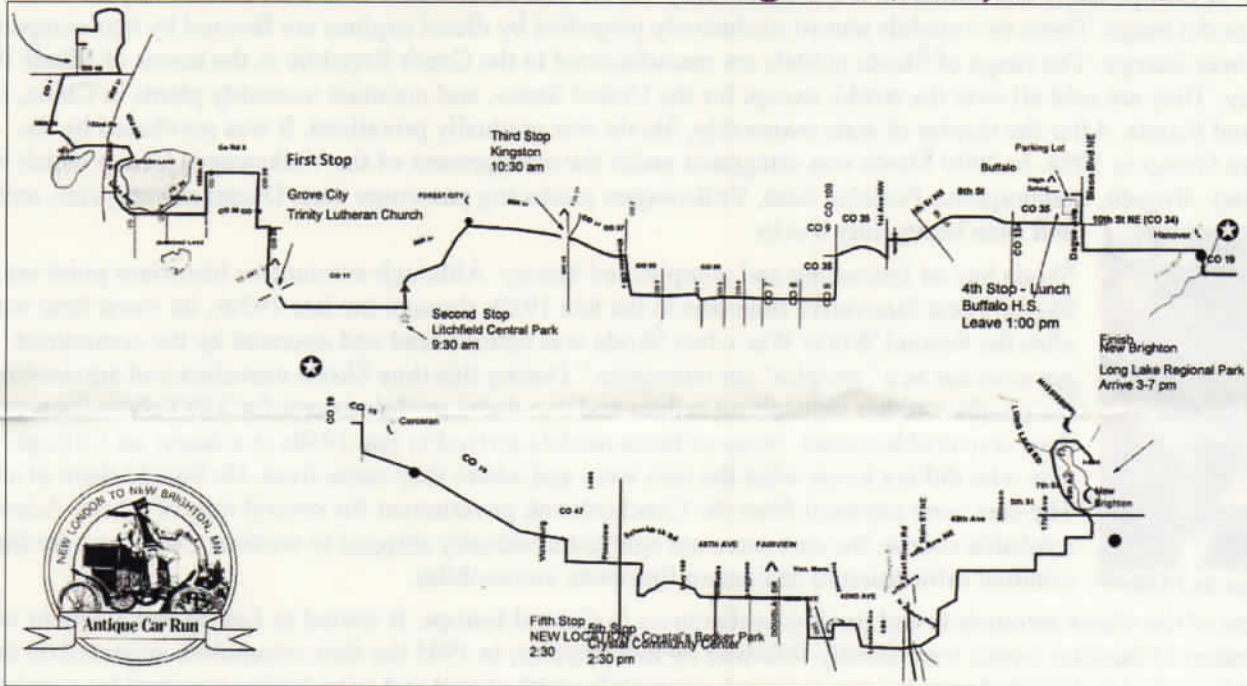
August 11

New Brighton, Minnesota

32nd Annual New London to New Brighton Antique Car Run
[Long Lake Regional Park]

** limited to 1908/earlier vehicles & 1 or 2 cylinder vehicles up to 1915 including powered bikes, motorcycles, steam, electric cars

32nd Annual New London to New Brighton Antique Car Run



On August 11th an activity of historic automotive educational/informational significance is the Annual New London to New Brighton Antique Car Run. This annual antique automotive endurance run includes approximately 70+ automobiles [gas-steam-electric]/motorcycles/bikes of 1908 or older vintage (with allowance up to 1915 for 1 or 2 cylinder) vehicles [long lost to manufacturing history] from throughout the United States and Canada (in 2006 for the 20th Anniversary Run, 82 cars registered, 72 started in New London and 65 crossed the finish line in New Brighton). With a 7:00 AM start out of the community of New London this historical caravan snakes its way picturesquely across the state of Minnesota with 5 Pit-Stops in various communities along the way. The final destination of New Brighton is usually reached at between 3:00 PM - 6:00 PM to a crowd coming to observe the various brass automobiles/motorcycles/ drivers-passengers dressed in period attire. The tour is designed to demonstrate the endurance of these veteran cars. Drivers take their time traveling an average of 20 mph and stop along the way to help other "tweak" their engines and make repairs. The goal is for everyone to cross the finish line. Drivers have a required stop in Buffalo, the 75 mile point, and cannot leave there until 1:00 pm. They cannot cross the finish line until 3:00 pm to qualify for the finisher's medallion. WSAH member Gene Grengs has been extensively involved in this activity since close to its' inception completing the run in a variety of unique/historic vehicles.



Antique Car Run Website: <http://www.antiquecarrun.org>





** Škoda **



by

George Tesar

May 9, 2018

If you were in Europe lately and called for a taxi most likely the car that came was a Škoda Octavia or Superb; they are at the top of the model range. These two models almost exclusively propelled by diesel engines are favored by taxi companies and drivers all over Europe. The range of Škoda models are manufactured in the Czech Republic in the towns of Mladá Boleslav and Kvasiny. They are sold all over the world, except for the United States, and maintain assembly plants in China, India, Slovakia, and Russia. After the demise of state ownership, Škoda was gradually privatized. It was purchased by the Volkswagen Group in 1994. In 2000 Škoda was integrated under the management of the Volkswagen Group which includes Audi, Bentley, Bugatti, Lamborghini, Porsche, Seat, Volkswagen producing passenger cars, Ducati motorcycles, and Scania and Man heavy duty trucks.



Škoda logo in 1930s

Škoda has an interesting and complicated history. Although automotive historians point out that Škoda's best innovative time was in the late 1920s through the late 1930s, its worst time was shortly after the Second World War when Škoda was nationalized and operated by the communist government as a "peoples' car enterprise." During this time Škoda manufactured automobiles for the people—rather uninspiring sedans and two doors models except for 450 Felicia the small two door convertible model. Some of these models arrived in late 1950s at a dealer on Chicago's north side who did not know what the cars were and where they came from. He bought them at an auction. The cars were payment from the Czechoslovak government for several tons of wheat. According to a reliable source, the cars were not sold but eventually shipped to western Canada where there was a minimal infrastructure of Eastern European automobiles.

Škoda is one of the oldest automobile and truck manufacturers in Central Europe. It started as Laurin and Klement in 1895 with fabrication of bicycles which were shortly followed by motorcycles; in 1905 the first automobile appeared on the market. Various models included popular conventional automobiles with closed and open bodies powered by a series of four-cylinder four stroke water cooled engines connected to four gear transmissions some with and some without synchromesh gearing. Two models from this period stand out. A large Laurin and Klement limousine, model 110 introduced in 1925, seated six including the chauffeur. It was powered by a 1.791 liter four-cylinder engine producing 25 hp capable of reaching 75 kilometers per hour. Later that year a model 110 based four-door convertible was introduced.

Laurin and Klement was purchased in 1925 by Škoda, an industrial conglomerate located in the Czech town of Plzeň. The last Laurin and Klement models were produced in 1929 and the Škoda brand was introduced with all its production capacity in Mladá Boleslav. Škoda Plzeň, as it was known, enter the automobile business in 1924 by purchasing a license from Hispano-Suiza for its six-cylinder model H6 B luxury limousine. Between 1928 and 1929 Škoda introduced the model Škoda 4R. The R signified that the model was equipped with a special cylinder head designed by Ricardo. This model was marketed until late 1929 when the new models were introduced designating a new series. The first new model was the Škoda 430 with a four-cylinder engine producing thirty horses. The most popular model in this series was the Škoda 422 (four-cylinder flat head engine producing twenty-two horses).



1938 Škoda Superb with 6-cylinder 3-liter OHV engine

According to many automobile historians Škoda was a formidable competitor between 1929 and 1938 among all automobile manufacturers worldwide. Its Škoda six-seater landaulet 645 with a six-cylinder engine was the model of choice for European nobility and many government officials. A small Škoda 420 was introduced in 1933. It had a front mounted engine transmission combined with a differential between the rear wheels connected with a single load bearing tube and four-wheel independent suspension. In January 1936 Škoda entered the Monte Carlo Rallye with a new model Popular 418 R. A large car for the period was the model Superb introduced in 1938—a four-door convertible powered by a six-cylinder OHV 3.141-liter engine. It was also known as the Superb 3000 in international automobile luxury markets. For more accessible markets the model Popular 995, only 3.8 meters long, was very desirable as the "peoples' car" when introduced in 1938.

The Second World War ended further development of new models and eventually stopped production completely; under the German occupation Škoda manufactured military vehicles. Shortly after the war the facilities in Mladá Boleslav started limited production of automobiles but were nationalized by the new Czechoslovak government. After the communist regime took power in February 1948 Škoda became the property of the government of the people and focused on development and production of small cars for the masses. Between 1950 and the late 1980s it was not unusual to wait for delivery of a new automobile for five years or more. And even then, some cars were "delivered" by the dealer without transmissions, tires, or gas tanks.

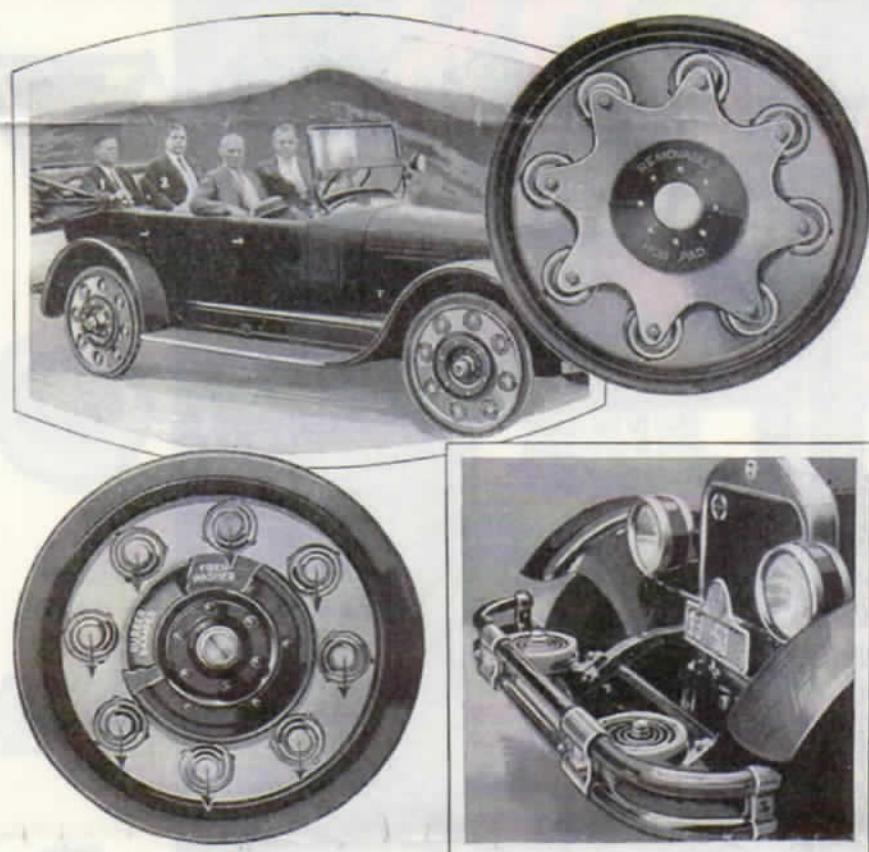
After the political changes in the late 1989 the future of the Škoda brand was in question. The Favorit was the only viable model and hopelessly obsolete for competing in an open market for private automobiles. The fall of communism opened Central European markets to fierce international competition. In 1991 the Czechoslovak government asked the Volkswagen Group for assistance. By 1994 assistance turned into ownership. Today, the Škoda brand is the most successful in the Volkswagen Group's portfolio. It has not made it to the United States because management feels that it would compete with Audi. Currently Škoda manufactures a complete line of cars including Citigo, Fabia, Rapid, Karoq, and Kodiaq; Octavia and Superb remain its best known and best performing models. Škoda has a very interesting museum in Mladá Boleslav where it also operates an interesting school for potential employees.



Strange But True

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

SPRING WHEEL TO END AUTOISTS' TIRE TROUBLES



Great Ideas That Didn't Quite Work

A Chicago inventor patented this spring wheel device in the late twenties in an effort to produce a softer ride and, because it used hard rubber tires, put an end to flats and blow-outs. Because the eight springs carry the load near the rim rather than the center of the wheel, as ordinary wheels do, it was claimed that as the speed of the car increased the wheels actually helped lift the car, thereby overcoming gravity and putting an end to wheel vibrations.

from
(Popular Mechanics Magazine)
(Vol. 48 No. 2 August 1927)



Car Equipped with Spring Wheels, and Another with Spring Bumper; the Inserts Show, Top, the "Spider" Which Distributes the Load to the Springs, and, Bottom, the Outer Side

A spring wheel which permits use of hard-rubber tires even at speeds of seventy miles an hour without excessive road shocks has been developed by a Chicago inventor, who believes it not only will end tire-repair troubles, but reduce the cost of tires through longer life and less material and labor consumed in manufacture. Called by the maker the "resilient wheel," it employs eight flat spiral springs to support the load, the center of each spring being attached to an arm of a cast-metal "spider" which revolves about the hub, where it is cushioned by a heavy rubber pad built into the wheel. Because of its

peculiar construction, the wheel produces an entirely new effect—the load revolving while the wheel rolls forward, due to the fact that the load is carried near the rim, by the springs, instead of in the center of the wheel. Ordinary wheels, unless perfectly balanced, produce increasing vibrations as the speed increases. The spring wheel, however, when it reaches its critical high speed, actually carries the load at a higher point than at low speed, for the springs have a tendency to establish a common center, in doing which they lift the load, and thereby overcome gravity. A similar bumper is also being made.





IOLA 1972

46TH ANNUAL

IOLA '18

CAR SHOW & SWAP MEET

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