

Historical Car Club of Pennsylvania The First Fifty Years

Fifty years ago, the United States was a different place. Forty-eight stars, not fifty, filled the blue field of our flag. A drive from Southern Pennsylvania to the Northern Tier consumed most of the daylight hours of a summer day, gasoline sold for about twenty cents a gallon (sometimes less), “store brand” bread for a dime. Postcards cost a penny to mail, and for a dollar Junior could treat his date and himself to ‘real’ cheeseburgers and ‘real’ shakes and tip the waitress a dime. Our region of Southeastern Pennsylvania was rich in working family farms, the suburbs having only just begun their march into the countryside. Commuters found ample trains and buses to carry them into the city to work. True, the first signs of inevitable change were appearing, but faintly. Television had rooted itself (feebly) fifty years ago. But there were no cell phones, no answering machines, no PC’s, no internet, no “computer glitches” to blame for human error, and no automatically dialed, recorded solicitations. As a matter of fact, in areas removed from the cities, telephone subscribers had to ask the operator for the number they wished. (And if they subscribed to party line service, chances were fair that a neighbor might listen in.)



We mined coal, produced our own petroleum fuels (though the picture there was altering), and our hearths glared brightly with the production of what management bragged was “the world’s finest steel.” There was no vaccine for Polio, there was no Interstate Highway System, and very few Parkways (most of them quite distant from us.) We were at peace - at least until the summer of 1949. We were optimistic.

We were, also, as we had been (and are now), in love with the automobile. Not just the show room fresh models, smelling of new rubber and Dupont finish - not just the Hudsons and Nashes, the Packards and Studebakers and humble Crosleys - but the veterans, the venerable machines of our historic past: chugging, wheezing, steaming reminders of the good old days on the American road.



On January 6, 1949, Leslie R. Henry - one of those smitten by affection for veteran cars - invited five others bitten by the same bug to his home in Havertown. They were Theodore J. Fiala, Robert Henderson, George M. Hughes, John F. King, and Ralph R. Weeks. This gathering of six friends sharing a common interest turned out to be the organizational meeting of what was to become The Historical Car Club of Pennsylvania. At that meeting, five resolutions were passed: the first recognized a need to

“complement” the activities of other clubs devoted to “the preservation of antique cars and automobiliana” by holding meetings, picnics and other social events geared toward an active membership. The second resolution named the organization, the third adopted a “previously formulated”, “Constitution and By-Laws”. The fourth established as Founder Members the six present at the meeting, the fifth combined (for 1949) the offices of Secretary and Treasurer.



The choice of the word complement used in the first of the resolutions is important, most likely carrying the meaning of “bringing to completion or perfection.” Another word which might have been chosen (but wasn't) - supplement - suggests “adding to”. If an organization has, among its objectives, the aim of completing or perfecting, it must have an identity exclusively its own, motivation and direction of its own. If an organization has as its primary function adding to or updating some other body, it depends on that body for its very existence - is subordinate to it. The Founding Members were aware of that important distinction. The words of their first resolution created what was to become the region's largest independent antique auto club - and one of the largest in the U.S.

That same January evening, those present established the governing and directional body of the organization. Elected President was Leslie R. Henry; Vice-President, John F. King; and Secretary-Treasurer, Ralph R. Weeks. (Weeks was to occupy that office for sixteen years). Through the beginning years of the organization, the club's activities were given over primarily to monthly meetings



(usually held on Saturdays after lunch) and to runs. The first of these runs was held on April 23, 1949 - and stands as the first organized motoring activity of the club. At ten a.m. that morning, fourteen people, in six cars, met at the Lamb Tavern in Springfield, Pa. From there the enthusiastic and intrepid voyagers set out for Valley Forge Park. Except for the possibility of encountering several outbreaks of “road rage” over that distance were we to make the journey today, the route on the surface seems unremarkable - the

distance, perhaps, unworthy of notice. But the event challenged both drivers and machines: the Henrys in their 1910 Maxwell; the Weekses in the family's 1903 Rambler, the Heinshons (with guests) in their 1911 Chalmers; and Stanley Steamer pilots--Mr. T. Clarence Marshall aboard a 1915 model, L. Edward Pamphilon and Richard Delp urging a 1919 version of the silent runner into the fray. William G. Daily (who'd driven in from Atlantic City in his 1922 Mercer) may have had the easiest time pulling the grades - but still!

At the Park other enthusiasts joined in with their cars: 1909, 1911, 1914 and 1917 Model T's; a 1902 Oldsmobile (driven from Lambertville, N.J.); a 1913 Buick; a

1914 Stanley (to make up a trio); a 1919 Daniels; a 1912 Cadillac; and a 1936 MG--quite a gathering. Other events resembled the first, destinations varying among Valley Forge, Hopewell Village, and Washington's Crossing State Park.

The following year, on January 14, 1950, HCCP members, families and friends met at the MLA Club in Philadelphia for the organization's first Annual Meeting. Among other activities marking that night was the presentation of the club's first award. It was made in the form of an engraved gavel presented by the newly elected President, Robert C. Laurens, to Founder Member and outgoing President, Leslie R. Henry. This recognition of Henry's role in the club's life is worth note. It illustrates how, from its inception, the HCCP has been mindful of the services rendered to the organization by members.



That quality - a willingness to serve - later would save the HCCP from extinction, when the club contemplated merger with another organization in 1960.

Through the earliest years the organization seems to have taken on a life of its own, its membership growing steadily, its activities expanding. One form of that expansion was participation, early on, in joint activities, the first of which was



attendance at a meet sponsored by The Red Rose Antique Auto Club of Lancaster County, held on the grounds of the American Legion in Ephrata in June of 1950. Later, the HCCP would participate jointly with other organizations, notably the Brandywine, Delaware Valley, and Keystone Regions of the AACA, as well as the Chester County Antique Automobile Club and the Model A Club. Parades were among those activities (and are today), the first

occurring as if by chance, when the police led the club (on its way to Ephrata on June 17, 1950, for the Red Rose event) through Honeybrook, Pa. in "a parade".

That same summer, in August, the organization began the practice of donating club emblems to antique auto museums, the first going to the Murchio Museum in Greenwood Lake, New York. (Among other museums to hold samples of the early club emblems are the Kellogg, the VMCCA, and the James Melton Museums).

In 1951, the membership decided, prospective HCCP members would require sponsorship, a practice continuing to the present. That year also witnessed the club's first over night event, held at Grantville, Pa. As was the custom at meets in those days, driving games made up a large part of the activity.

By 1952, the health of the organization seemed assured, the members adopting an amendment to the by-laws limiting membership to 60 for that year (later amended to allow the Executive Board - unanimously - to add as many as fifteen members). The same year saw the club name barred from use in commercial events, and - in a meeting of the Board - the establishment of Roberts Rules of Order (Revised), as the authority on points not covered by the organization's Constitution or By-Laws.

Aside from dues, and each individual's paying separately for activities, there is no evidence of other fund raising activities having been sponsored by the club until March of 1953, when John Baum conducted an auction at the home of George and Jane Corson, the funds raised deriving exclusively from the pockets of the members bidding. That year also saw the club's first participation in an out-of-state, over night event - a weekend trip into Maryland, and the club's first official acknowledgment that "newer machines" were showing up within the membership. (The officers questioned whether they should have some of the club medallions produced in either chromium or aluminum finish for members driving newer models).

Essentially, after five years, the events of the club apparently were remaining very much as they were from the beginning. However, in November of 1954, the Board passed a proposal that suggested, perhaps, some of the membership had



shown an interest in judged events. The proposal read: "This club shall not conduct any contest as to the restoration or condition of a member's car". Today, and at first glance, this might seem strange to all of us who find ourselves awash in shininess at meets. But the proposal suggests three salient points concerning the organization at the time. First, it makes clear that the over-riding purpose of the HCCP was to be fellowship, not competition.

(Today, we know, that though 'fellowship' may find itself strained at times, it can coexist with 'competition'). Second, the proposal was directed toward keeping the focus of The Historical Car Club clearly 'historic,' that is, on 'preservation' of originality where practicable. Finally - in its implied preference for originality over restoration - is the tacit acknowledgment that once any original disappears it can not be reconjured. (It was not until 45 years later that the world's largest antique automobile club, the AACA, officially arrived at that conclusion, creating a category recognizing the collector car in original condition - Historic Preservation of Original Features, or HPOF).



In spite of a proposal to limit membership made earlier, one that might have

suggested too rapid growth for the fledgling club, by 1957 the Board decided to award prizes for those bringing in the greatest numbers of new members, a hint that the organization might be faltering, if only a bit.

It was.

In 1959 no meetings or activities were held in June, July, or August - a time of year when car clubs are at their most frenetic, and only 35 members attended the Annual Banquet and Meeting held in January of 1960. The following summer, the organization seemed to (and did) revive, the attendance tallies from activities suggesting as much. But closer examination of the club records shows that the new life, though traceable to the generosity and enthusiasm of HCCP members such as T. Clarence Marshall (of Yorklyn, Delaware) and others who shared their homes and energies, lay not entirely within the club. Other organizations - the Brandywine, Keystone, and Delaware Valley Chapters of the AACA - the Chester County Antique Auto Club, and the Model A Ford Club helped keep the HCCP afloat. (Our organization owes our fellow enthusiasts thanks for that. They invited, joined in, and encouraged). Still, at year's end, the Executive Board found itself considering possible merger of the HCCP with the Delco Model "A" Club. It seemed, at the time, that a club dedicated to independent status, to "enhancing," to "bringing to perfection," was about to find itself serving - "supplementing." Fortunately, that didn't happen. It nearly did, however, a "total of [only] 23 members and wives" participating in the Banquet and AGM held at the Black Horse Tavern in Philadelphia on January 21, 1961.

In spite of the gloomy outlook for the year projected by the meager attendance at the Banquet and General Meeting, somehow the fortunes of the club began to turn in 1961. Perhaps the club leadership had recognized that the ways in which Americans spend their leisure time were changing and made the necessary accommodations. Perhaps the members themselves decided to use their club more, to become more directly involved in its health and welfare. Perhaps it was a change in the kind of event offered by the club. The exodus to suburbia was well under way, roads were crowding, and "leisurely travel" becoming harder to achieve with every passing day. One kind of activity - new for the HCCP - a Spring Meet (conducted along the lines of our present meets), was first held in 1961 (at club member Rudy Valentino's home, Rumaran). Forty-one cars and "some 150 persons" showed for the event, the oldest car, Theodore Fiala's 1906 Fiat, the newest - Mark Mendel's 1953 Bentley. The same year, at Oscar Lehman's Tinicum Inn, 24 cars and "about 125 persons" showed for the first Fall Meet held by the organization. Both of these then 'new' ventures have become tradition with HCCP, attracting collectors and on-lookers from far and wide.

The club's problems hadn't ended, surely (the treasury showed a deficit), but now the club seemed to be combining the best of both the old and the new. The 'new,' of course, was emblemized in the two meets introduced in 1961. The 'old' was a renewal of commitment and service, Seth Pancoast, Sr. keeping alive the

tradition of rewarding such service through the awarding of a cup for service - the first time to Wilmer Long for the "most effort on behalf of the Club during 1961." Organizationally, HCCP had also taken a giant step, its Executive Board now changed to a Board of Directors. (Changes in names are important, after all. Executives "execute.". They do, presumably what their offices call for them to do. Directors fill a different role. In a sense, they resemble scouts sent out ahead. They anticipate the future, plan for contingencies, and they point the way). Perhaps this change from 'execution' to 'directing' is reflective of changes taking place in the culture as a whole at the time.

Every year since the club's inception, the society of which the club is a part has seen businesses, academic institutions and religious orders grow more cooperatively-directed. To be



sure, "X" managers are still a part of life, but the "Y's" are growing apace.

Another change - for lack of a better term, philosophical - is evidenced in this period.

Through most of its early years, the club had rewarded attendance and made it a prominent element of club life.

The period of the 60's through the 90's, however, sees a shift to emphasis on activity. The contributions of talent, energy, and time spent creatively and productively seem to have displaced presence as the prime indicator of a "fit" club

member, and of leadership.



These implemented changes seem to have worked well. By April of 1962, the treasury showed a balance, rather than a deficit; and membership figures were climbing. Moreover, through the establishment of a club news letter (Spoke 'n Wheel, first edited by Henry Krusen and H. B. Upshur, and first distributed in the Spring of 1963), the club had the means of communicating with the membership, a means of outreach.

By 1963 it was manifestly clear to the officers and directors that HCCP's continued health as an organization depended not only on vigorous member support, but on enthusiasts from other clubs participating in HCCP events as well. To the credit of those at the helm, all of the persons serving the organization from the period of the early sixties into the present have been able to maintain the delicate balance called for between cooperation and independence. On the management side, 1963 marked the first year in which officers and board members were given year-long assignments relating to the maintenance, management and growth of the organization. This system has worked well and is still in place, the success of every one of HCCP's



events traceable to the system of joint responsibility and accountability instituted that year.

1963 also marked the organization's first participation in a fund-raising event, an affair sponsored by the Delaware County Democratic Committee on the Rosetree



Horse Show Grounds. Sadly, that same year, James A. Crawford, a giving and active member, died on June 8th. (The club's Crawford Award, made yearly for service, commemorates his contributions, Seth E. Pancoast, Jr. having been the first recipient in January of 1964). Sixty-four also saw the introduction of the Frostbite Run and an increase in the number of Directors from four to six. The next year, 1965, witnessed the first female club member take office,

Helen N. Ryan, assuming the role of Secretary after the resignation of Ralph R. Weeks - an office to which she would be reelected many times. (Jeanne Long was the first female Board Member). That same year an interesting note appears relevant to the club's participation in the Goshen Fire Company's Country Fair. A special prize was to be given to "the car in the best original condition."

The long-range advantages of prior planning continued to urge the club forward. Three issues of the news letter were produced in 1964, and ten events were planned. That year also saw the institution of the first Frost Bite Run and participation in the independent Chester County Club's meet held at Ludwig's Corner Horse Show Grounds on Labor Day.

With growth of the club's activities, naturally enough, came growth in the number of tasks each member - and especially each officer and board member - had to perform. By May of 1965, the posts and responsibilities of Secretary and Treasurer were made separate for the first time since the club's founding. Helen N. Ryan continued as Secretary (later being elected to her appointed post in January, 1966), Joe Dunlop agreeing to serve out the rest of the year as the club's appointed



Treasurer. The following year (1966) saw the first paid audit of the organization's accounts, and exploration of offering items (other than badges and emblems) for sale to club members (the "club store"). September 15th of '67 stood as the hearing date for the club's incorporation. [The membership approved the Board's action at the 1968 AGM].

That sponsored, judged meets and participation in fund raisers (as well as the club's having adopted a more aggressive attitude toward membership recruitment and joint participation) paid off is beyond question. By the end of 1967, the club treasury stood in better condition than ever before - no accident.

Perhaps to ensure the organization's continued success, the committee structure was preserved in 1968, standing in use to this date.



Today, those of us attending car meets take the presence of the flea market entrepreneur for granted. The "fleas," however, were not always part of the club scene, HCCP sanctioning its first flea market in 1968 - the same year it recognized the value of using a PA system at events.

Through constructive combining of the club's traditional strengths, its reliance on an active body of contributing planners, and its workable committee system, HCCP maintained its organizational base and knew positive growth from the beginning of its third decade into the present .

As with any organization, the club experienced its share of apparent lulls, periods showing neither growth in membership nor in attendance at events. But the absence of growth in numbers should not suggest complacency. The HCCP was holding its own through these times when numbers altered little, the quality of its events (and the effectiveness with which they were planned and executed) showing continued improvement. As with many organizations, in its early years the organization experienced rapid (sometimes phenomenal) spurts of growth, often followed by periods of declining participation. This pattern suggesting apparent declining interest, however, has not reappeared significantly since 1969, or earlier.

Already, by the end of the club's thirtieth year, it had established its own sense of presence and identity through its Spring and Fall Meets, its participation in fund raisers, and its outreach to other hobbyists as seen in its balanced reliance on joint participation and membership drives. At the same time, however, it maintained its appreciation for services rendered, Mrs. James Crawford (widow of the tireless member for whom the club's annual award for service is named) was made the organization's first Life Member. Nor did the fact that involving those outside the club overshadow the fact that HCCP exists to serve its own members, as demonstrated by the institution of the organization's first Fun Day in 1969 - an event suggested by Silvan Bianco and held the first time in Alton, Pennsylvania.

In the following year (1970) Helen N. Ryan was recognized for her years of service as Club Secretary, she becoming the first female to be named for the Crawford Memorial Award. "Runs" continued (they do to this day), a notable trip being to the Marshall Museum in Yorklyn, Delaware. (Mr. Marshall had been active in club life from the earliest years).

Essentially, the patterns of club life remained as established in the earliest years of its second decade, club-sponsored meets, participation in fund-raisers, the holding of quarterly dinners, and an outreach to new members characterizing the club's activities essentially until 1972. In October of that year, however, the organization raised the question of limiting memberships to 150 but took no action to institute that policy. In the years between 1949 and 1973, time and the state legislature had redefined what constitutes an antique vehicle. (The 'time factor' is still at work, contributing to the greater number of cars eligible in the antique class every year). All along, naturally, the appearance of "newer" machines - in greater numbers - posed logistical challenges, to the judges most specifically, but to the club in general. As a consequence, the organization has had to redefine classes along the way - and to add categories for showing and judging on a regular basis. One example of the kind of changes made (and consequently of the creation of more work to be done - and the need for more volunteers to perform the work) is seen in an addition made twenty-six years ago (1973), the adding of two classes: one for motorcycles, one for bicycles.



That same year saw established what has become a club tradition, the Pancoast Award, a cup awarded to the "most interesting car...entered in either the Spring or Fall Meet," memorializing the contributions of a tireless worker for HCCP and the collector car hobby, Seth Pancoast, Sr. When the award was established, the means of determining that award were also set forth, the only necessary departure from procedure having been made for the awards first presentation. (Cammy Taraborelli's 1925 Hale took that honor). The same year saw the institution of a policy which helps the organization's incoming president maintain continuity and achieve efficiency, the outgoing president's becoming an advisor to the newly elected chief executive.

Perhaps not surprisingly, for a club aware that its continued health as an organization depends on recognition, 1974 saw the launching of a more aggressive approach to finding media coverage for events, especially through newspapers. What was "new" in the way the club was to seek publicity was an emphasis on coverage both before and during an HCCP-sponsored event. That same year, another club practice (now grown a tradition) was launched: "In the future," the Board decided on September 11, 1974, "the car pictured on the plaque for the Fall Meet will be [the] Pancoast Award [car], and on the Spring Meet plaque the President's car."

Apparently, by the beginning of its twenty-sixth year, the club had its own "historian," George Corse, a long-time member, "who gave a report of some of the history of HCCP" at its Annual Banquet, in Media, where those in attendance learned that the club's participation in the Mummer's Parade for 1975 had earned

them a prize of \$100.00. The same year, the organization applied for status as a tax-exempt corporation but learned in June that their request had been denied.



As might be expected, the Nation's Bi-Centennial saw outside organizations make many requests for club participation - especially in parades. Club members obliged, supplying machines for many nostalgia-oriented events. As other details of that special year unfold in the records, however, it becomes clear that the world was changing. For one thing, costs of running the club were rising. On July 22,

1976, Club Director Jeanne Long reported that insurance costs for the club had all but doubled over the 1975 figure. Nor was rising expense the only major consideration. For some time, the status of the collector car in a society increasingly directed toward environmental issues required attention. The leadership, realizing its need to play a role in deliberations, acted. At the first Board Meeting of 1977, "The Board voted to join a lobbying organization which will work to...continue to permit antique cars to drive on Pennsylvania roads." Dave Abel was appointed the first HCCP delegate to that body. Abel's appointment, and the club's subsequent participation in organizations supporting the antique car hobby, should not be underestimated. In almost any matter, the rights and will of a group must be safeguarded through vigilance. In a very real sense, the club's first participation in activities formulated to protect the club members' shared interests marks another point of growth for the HCCP. Over the long haul, in fact, the decision to send delegates to lobbying organizations may prove equally important to the club's earlier institution of an active and efficient committee system.



Nineteen seventy-seven saw 132 cars registered for the Spring Meet, the next year 136 on the field for the club's Fall event. By 1979 (the year the club celebrated its thirtieth birthday), on-going revisions to the judging forms had been instituted, 142 cars taking the field at Linvilla Orchards for the Spring Meet. (A nice touch was added to the proceedings of the club's 30th birthday party,

everyone present at the event signing an official record). 142 cars were on exhibit for the Fall Meet that same year.

In the first meeting held in the 1980's, Life Memberships were awarded to the surviving founding members: John King, Ted Fiala, and Ralph R. Weeks. The club now boasted 239 members and continued to compete (as a Brigade) in the Mummer's Parade. All the while, the events that had helped the club survive hard times were growing. For the Spring Meet, 165 cars took to the field; for the Fall event, 210.

The following year (1981) the club's news letter carried an item of interest. For four years, under the nom de plume Dudley Do Good, Thomas Hesperheide - long time member, and former HCCP President, had helped keep members' cars running with his advice to the mechanically challenged through his column in Spoke 'n Wheel. Membership at the beginning of that year stood at 228, 155 cars showing for the Spring Meet, 242 for the Fall event - held, for the first time, at Delaware County Community College.

By 1982 the initiatives for change the club had been following for well over twenty years seemed to have proven their long term worth. When Seth Pancoast, Jr. assumed the chair in January 1982, 260 members were active, and 13 events for the coming year were planned. The next year, though the total number of cars in attendance at Linvilla dropped to 89 (most likely attributable to the weather), 298 cars took to the field at DCCC for the Fall Meet, figures that would reach 159 and 317 respectively during the 1983 season. (For 1998 these figures would rise to 234 cars at the Spring Meet, 502 for the Fall event held at DCCC).

Through most of the 80's the club maintained the ground it had made after facing its "dark days". And over all, its continuing operational style has enhanced both the club's outreach and its appeal to enthusiasts. But for any organization to maintain its success depends on more than its organizational structure or its will to achieve. There has to be something more, a kind of constructive chemistry. When that chemistry is present in any group, good things happen. With a few exceptions, we might say the HCCP has always operated out of a benign alchemy, a sometimes unexplainable combination of elements meeting the litmus test. But of all the decades through which the club has grown, the decade of the '90s seems to illustrate best how beneficial the right mixture may prove, over what path lies a "bringing to perfection".

Through the '90s an interesting set of factors shows through. For one thing, our records show, club leadership had continuity. But continuity alone doesn't explain the club's flourishing as it approached its 50th year. That same leadership also exhibited the rare capacity to work as a team. (Then again, team work alone doesn't guarantee success. Even the best teams lose on occasion). What may help explain HCCP's vitality through the last ten years is a quality its leadership possessed en masse, a sense of stewardship. That sense - born of the awareness that leaders hold their positions in trust for the body as a whole - is perhaps the outstanding quality of the club during the period roughly paralleling Bill Kynett's presidency (1991-1998).

Over 500 cars took to the field for the 1991 Fall Meet. At the end of that show, some 400 of those same antique cars traveled from DCCC to the Blue Route's on ramp (near the Marple Crossroads Shopping Center) to participate in the Grand Opening of the Blue Route, as far as club records indicate, the club's first participation in a major regional event. (Another 'first' was the traffic jam created when those veteran cars took to the new highway). Nor was this the only event of the last decade to encompass significant outreach. On October 17,



1993 - and in participation with the Ford Motor Company, HCCP contributed to the launch of the 30th anniversary Mustang. That year, for the first time in many seasons, the Fall Meet was not judged. Rather, each driver showing a car that day received a participation award, furnished by Ford. Something new was clearly in the air.

But the new didn't push aside the traditional. 1993, a year in which Diane Pancoast received the Club's Founders Award for her contribution to the hobby, in 1994 the club celebrated its own 45th anniversary at Fenimore Park, in Radnor, where the Founding Members were honored, and in its holding the organization's 30th annual Frostbite Run. However, mixed in with the traditional was the innovative - again an event having considerable outreach. The on-going Bryn Mawr Rehabilitation Hospital Car Show, the brain child of long time member, former Spoke 'n Wheel Editor and Board Member, Hamilton Upshur, stands as an example of the imaginative member idea wedded to decisions thoughtfully weighed and unselfishly executed by members and leadership working in concert. (The event drew 153 cars in 1994 and continues to attract fine cars and fine people for the kind of activity the Founding Members most likely would have approved). The 'new' also manifested again in 1995, when a tractor display was instituted at the Spring Meet, but perhaps most significantly in 1996, when HCCP participated with eight other clubs staging a show at the Hagley Museum Grounds celebrating 100 Years of the Automobile.



Ninety-six also saw the institution of yet another kind of family activity for which the club has gained acknowledgment - Cruise Night (usually attended by 30 to 40 families), and the purchase of a trailer to be used as a center for judges and as the club store.

In the on-going spirit of recognition of individual contribution to both the club and the hobby, the following year (1997) saw the institution of the Marlin Award, a

memorium to Steve Marlin, a giving club board member and enthusiast. The following year (1998), a group of members contributed a golf cart to be used to facilitate work at events, the gift being made entirely out of their own resources. At the end of the 1998 year, the treasury and membership stood at more strength than at any other time in the club's history. (Today, HCCP has almost 100 times the number of members attending the club's organizational meeting in 1949).

But the club's history is not a story of growing numbers alone. It is the story of the



hobbyists who research their cars, rebuild them in the garage and take to the field, or pack the family in for ice cream on cruise nights. In part, but only in part, the club's story is the story of changing times. (We are no longer what we were). At its core, however

- and maybe most significantly - our history is the story of dedicated amateurs. Restorers, drivers, judges - but notably of the finest leadership we have known over the years. A membership, no matter how dedicated, is left stranded at roadside without cohesive, cooperative and selfless leadership. We have known that. To meet these standards is one of the challenges for our next fifty years.

Compiler's Note

*...In this booklet, the remote history of the club and the present act as 'bookends' in an attempt to frame an overall view of our organization. Since space is a very real master, many names have not made their way into this brief account. However, concurrently, an archival history of HCCP is under way, and will be presented in both printed and disk form to the club officers on completion. (Every name entered into the club's preserved records will be recorded there).
Bob Rimel, Compiler, April 12, 1999*

Special thanks goes out to those who gathered the information and pictures for this special 50th Anniversary booklet, especially Bob Rimel - Compiler, Bill Kynett - 50th Anniversary Chairperson, Maryann Abruzzese - Secretary, Bud Pendergrass - Sign of the Times and Tom Jeffers - Sign of the Times.

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50th Anniversary Message from the President

As we celebrate 50 years of The Historical Car Club of Pennsylvania we want to thank that small group of members who had the foresight to start this great club. We also want to thank all those who have held office; Presidents, Vice Presidents, Secretaries, Treasurers and Directors of the various committees that have helped the HCCP become what it is today. Also thanks to all editors and writers of the Spoke'N Wheel who have kept us informed of the clubs activities over the last half century.

HCCP is perhaps the largest independent automobile club in the U.S.A. We can also be proud of having almost 600 members, some of whom have been here since 1949.

As we look forward to the next millenium, I can only hope that those members who come after us can keep this club running as smoothly as it has over the years and have the membership increase in numbers to seven or eight hundred or maybe the big 1000 in the next ten years.

Thank you, Congratulations & Happy Motoring, Dave Mayo

**Message from Bill Kynett
50th Anniversay Chairman**

We have made every effort to make this record of the "First Fifty Years" a publication of reasonable quality, thoroughness and accuracy. We are indebted to the many individuals who helped to make this booklet a reality, and we are all grateful for having had the opportunity to serve HCCP in this way.

50th Congratulations and Best Wishes, Willard Kynett, Jr.

HCCP
PAST PRESIDENTS

1949 Leslie R. Henry
1950 Robert C. Laurens*
1951 R. Abert Clemens*
1952 George M. Hughes*
1953 Earl W. Flosdorf*
1954 Thomas Marshall, Jr.*
1955 John L. Baum*
1956 Chris Hennevig
1957 William F. Fleming*
1958 Jesse F. Alexander*
1959 George duV. Davis
1960 Thomas G. Hespenheide*
1961-2 William R. Lock
1963 Seth Pancoast, Sr.*

1964-5 Henry E. Krusen
1966 Seth Pancoast, Jr.
1967 Joseph B. Fisher
1968 Leonard Bonghi*
1969 Richard Parsons
1970-71 George F. Corse, Jr.
1972-73 Thomas G. Hesperheide*
1974-5 Roy Wilson
1976 Robert Sweet
1977-8 David J. Abel*
1979-80 John Shore
1981 Richard Shavney
1982-3 Seth Pancoast, Jr.
1984-5 David J. Abel*
1986-8 David Leon
1989-90 Randy Hesperheide
1991-98 Willard Kynett, Jr.
1999- David Mayo

*Deceased