

SAHH Journal



ISSUE 263
JULY / AUGUST 2013

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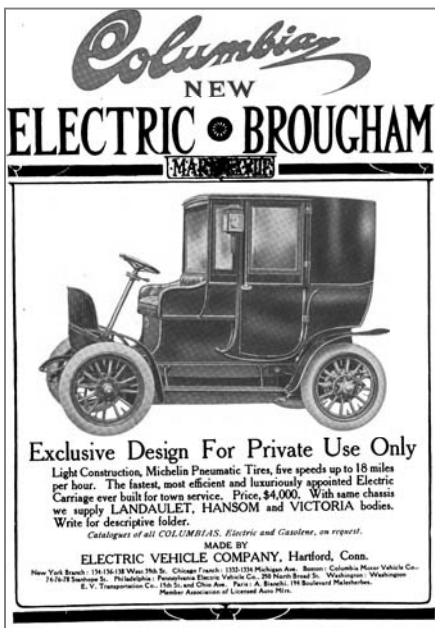
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SAH Journal

SOCIETY OF AUTOMOTIVE HISTORIANS
ISSUE 263
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April 10-14, 2014: the Tenth Biennial Automotive History Conference at the Vail Automotive Innovation Facility, Palo Alto, California.



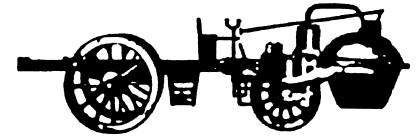
Above: the Rolls-Royce Landaulet Par Excellence as it appeared in the company's 1906 catalogue. The chassis was almost identical to the Legalimit; the main difference was the position of the steering wheel.

Left: A Columbia electric horseless carriage; the object of the competition. With its smooth running V8 engine, the Rolls-Royce was to have all the civilized qualities of the electric car with far more range as a petrol car. Both cars have an eerie similarity, if only in appearance.

Cover: This 1906 Rolls-Royce Legalimit (40518) was the only one produced. Its unique V8 engine was mainly designed for a horseless carriage version meant to compete with electric broughams of the time. The location is the former Western Hospital in Seagrave Road, Fulham, near Charles Rolls' "Lillie Hall" works on that street. It is believed that the passenger was Henry Edward Victor Bliss with his driver, Henry G. Hayes, but there is no record of Bliss purchasing the car or of him being loaned the car. (More on this story: *The Flying Lady*, May/June 2008 pgs 8873-8881.)

Back Cover: The Legalimit either before or after the time of the cover photo. Rolls-Royce managing director Claude Johnson is at the wheel.

Publication notice: This issue was delayed and completed in early November, 2013. Accordingly, the officers and directors list has been updated reflecting the October results. The Hershey Awards will be covered in issue #264.



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Editor

Rubén L. Verdés
7491 N. Federal Hwy., Ste C5337
Boca Raton, FL 33487-1625 USA
journal@autohistory.org
sahjournal@live.com
tel: +1.561.866.5010

Publications Committee

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President's Perspective



Every few years leadership at the SAH changes, and familiar faces are sometimes replaced with new ones like myself. That is not to say that we forget the contributions of past leaders, including Darwyn Lumley, Susan Davis and Doug Leighton—I owe them much. As the SAH's new president, I am committed to promoting the field of automotive history among a broad constituency that includes serious authors, journalists and enthusiasts, literature collectors, and young people looking for a way to express their passion about automobiles and the past. And I fit right in with you. As a professor of history at the University of Dayton, I teach a broad range of courses in the history of science and technology, including an offering entitled "The Automobile and American Life." Not surprisingly, that course fills within a few days with enthusiastic students. Where else on campus do you get to read *On the Road* and watch the original *Gone in Sixty Seconds*, *American Graffiti*, and *Bullitt*? When I get home and have free time I take care of two special

interest cars, a 1971 Porsche 911T Targa and a 1982 Mercedes 380 SL—not particularly expensive collectible cars, but they do satisfy my appetite for wrenching and driving.

Beginning in the mid-1990s, after a term as History Department Chair at the University of Dayton, I immersed myself in this passion of auto history, leaving behind work in other areas and connecting research and writing in the field with teaching. Increasingly, I became convinced that the automobile is the quintessential technology of the 20th century, and despite all that has been written about its history, seriously underappreciated by academic historians. One cannot understand the history of the 20th century unless one is grounded in the cultural, social, economic, and political aspects of automotive history. There are opportunities for all historians, academic, non-academic alike, to explore and flesh out a past that is essential to our understanding of who we were and are, both in the U.S., and in other areas of the world. One thing I have learned over the past 20 years is that non-academic historians really know their stuff, and indeed we can all learn from each other. My best work is drawn from insights gained while talking to SAH members, reading their writing, and listening to their presentations.

So where do we begin? We need you to step up, both in the local SAH sections and in broader leadership roles. We need folks with your passion and expertise to develop our International Motorsports Section, once it gets beyond its organizational foundations. We need contributions in terms of content to our *Journal*, *Automotive History Review*, and website. We need ideas, feedback, participation on awards and other committees. Personally, I could use help on the academic committee from teachers and professors, in particular to help put together American Historical Association panels.

As we move forward into 2014, think about ways you can participate and contribute. You can always reach me at Jheitmann1@udayton.edu.

—John A. Heitmann

Billboard

Needed Immediately: SAH needs a webpage editor for its website, www.autohistory.org. The editor's primary responsibility would be reaching out and being a conduit to the membership for SAH-related news, events, deadlines, classifieds, as well as encouraging members to become actively involved in the site by submitting articles, photos and artwork. The editor would also be charged with setting up a forum page where members could exchange information. He or she would be responsible for working with webmaster William Howell on the design of the website. This is a volunteer position. To apply or for more information, contact *Tom Jakups* at tjakups@ymail.com.

For Sale: Interested motoring book collectors are invited to request a free detailed inventory of a lifetime collection of more than 400 motoring books now offered for sale. Included among many rare, limited edition, signed and numbered volumes are scarce items on Alfa Romeo, Bentley, Bugatti, Daimler, Delage, Delahaye, Lancia, McLaren, Porsche, Rolls-Royce and many other marques. Rarities on Buccioli, DeDion, ERA, Pegaso, Salmson, Tatra, and Voisin join others on coachbuilders, historic motor sports and biographies. Books have been stored away from sunlight in dust-proof cabinets, and unless otherwise indicated are in pristine, near-mint or mint condition.

Secure postage arranged at cost from Australia. The free inventory is available from Bruce Lindsay, email blindsay@chariot.net.au.

Wanted: by *Craig Horner*. I am researching the life and circle of Selwyn Francis Edge (1868-1940), the racing cyclist, turned racing driver, and latterly promoter of Napier cars. Any information is most welcome. I would also be very pleased to make contact with any descendants of Mr Edge. Contact *Dr. Craig Horner* at c.horner@mmu.ac.uk.

Notice: *The S.A.H.B. Michael Sedgwick Award.* The Society of Automotive Historians in Britain inaugurated their Michael Sedgwick Award in 2011. Given annually in the name of the much respected motoring author, the late *Michael Sedgwick*, the S.A.H.B. Awards Panel invites nominations for books specifically about aspects of motoring in Britain. The winning book will demonstrate excellence in its research, presentation, readability and novelty, and will materially further our understanding of the subject.

To enhance this S.A.H.B. award, the Michael Sedgwick Memorial Trust will also give a £250 honorarium to the recipient.

Nominations are due by July 1st each year for books published in the previous twelve months. The winner is announced and the award presented at the October seminar and AGM of the Society of Automotive Historians of Britain (www.autohistory.org.uk). The book must be in the English language. Send nominations to the chair of the MSA panel, Dr. Craig Horner, at c.horner@mmu.ac.uk.

DIRECTORY NOTICE

The following pages are devoted to a draft membership directory. The purpose of this draft directory, in addition to its utility, is to give each member the opportunity to review, update and correct their respective membership data, in anticipation of producing a fully developed directory in the future with the most current and accurate data. (Note: a future directory will employ an editor's further review and formatting, e.g., here, the names are not presented in a "surname, first" format, given the purpose of this iteration and the benefits of producing it expeditiously.)

ACTION REQUESTED:

Please take a moment to find your entry, review it and follow the instructions below to make any desired updates.

Each member's entry "space" on the database is designed to hold name, address, phone, email and "interests"—a section of free-form text to let members know about your automotive interests. While "interests" is a free text field, please review your text with an eye to communicate as concisely as you can about your interests, while noting that when a full directory is produced in the future, there will be an index of interests. The more concise your "interests" text is, the more it can be indexed. If your interests and expertise include specific marques, include those, separating each "interest" with a comma. For additional clarity, you may want to review a past directory's interests index to see how those topics and subjects are broken down.

The preferred (and most direct and efficient) method of making your changes is directly on the SAH website at www.autohistory.org. If you do not have access to the internet, you can send your changes via your membership renewal notice or by contacting Cornerstone for support (for internet or alternative troubleshooting) via email at sah@cornerstonereg.com or by calling +1.763.420.7829.

Here are the steps for amending your data via the internet:

- 1) Go to www.autohistory.org and place your mouse over the "Member Login" menu option and it will drop down to show "Join/Renew"—click on that option (it's the only drop-down option under "Member Login");
- 2) Next, you'll see a new screen titled "Membership Center" with two options; click on the option that says "If you are already a member, click here";
- 3) Next, you'll see a new screen titled "Member Login"—if you already have a user name and password, enter those and click the "Login" button. If you do not have a user name and password, you can obtain one by clicking on the text that says "Forgot your user name or password?" (If you have any problems logging on at this screen, there are troubleshooting instructions listed right on that page);
- 4) When you log in successfully, you'll see a new screen titled "Member Information"—this screen is where you would change anything related to your name, address, telephone, e-mail and other related sundry information. (If you noticed that your listing herein did not have an address, it is due to you indicating at some point in the past that you wanted to keep your address private; the check-box for this option is also on this screen.) After you have completed your updates, click on the "Update" button on the bottom of the screen;
- 5) To revise and update your interests, select the "Interests" menu option from the top menu bar. Next, you'll see a new screen titled "Areas of Interest"—please follow the instructions and enter your amendments and after you're done, click on the "Update" button. That completes the process!

There are other menu options on this screen to do other things, like renew your membership right on line, or to change your on-line account information, all via the options on the top menu bar. Once you are done with your visit, just click on the "Log Out" button, and from there you could log back in, or go to the site's "Home" page.

The pages of this draft directory, inclusive of all SAH member data, shall become the sole personal property of the member to whom it is issued. It may not be used for commercial purposes. © 2013, The Society of Automotive Historians, Inc.

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[NOTE: The listings on this page, and the directory listing pages that follow, have been removed from this PDF version.]

Book Reviews

Auto Racing Comes of Age: A Transatlantic View of the Cars, Drivers, and Speedways 1900-1925

by Robert Dick

McFarland & Co., Inc. (May 2013)

www.mcfarlandpub.com (800-253-2187)

300 pages, Size 7" X 10", hardcover

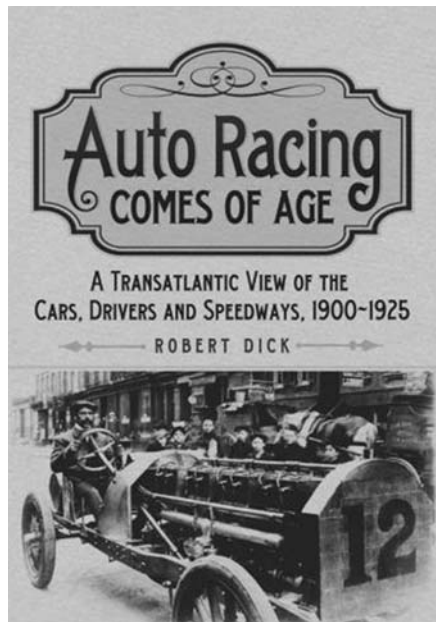
140 B&W photographs

ISBN-10: 0786466707

pISBN: 978-0-7864-6670-2

eISBN: 978-0-7864-8811-7

Price \$75



The cover of Robert Dick's new book promises the reader the ride of a lifetime with an image of driver Paul Sartori at the wheel of Alfred Vanderbilt's "250 hp record breaker" powered by two, in-line, 10.5 liter F.I.A.T. engines. The long gray racing machine, built in NYC for \$19,000, was the highest powered car in the world in 1906 and promised a speed of "two miles per minute" or 117 mph.

This high quality and scholarly work covers the "veteran to vintage" auto racing era (1900 to 1925) in Europe and America. Covering the people, competitors, competitions and their race machines and related

technology, Dick delivers the reader across the finish line with a comprehensive perspective of this critical period of automotive experimentation, trial and error and invention. Robert Dick, who previously authored a book published by McFarland entitled *Mercedes and Auto Racing in the Belle Époque 1895-1915* is a mechanical engineering historian.

In addition to describing racing machine performance successes (e.g., speed, endurance, durability and design) as well as failures, he emphasizes many of the famous people involved in the growth of the fledgling sport (Barney Oldfield, Ralph De Palma, Eddie Rickenbacker, etc.) and the racing venues (Gordon Bennett Cup, Vanderbilt Cup and Grand Prize, Grand Prix de l'ACE, Coupe de l'Autodrome, Indianapolis 500, etc.), where automotive performance history was made. Many of the speedway specials like Marmon, Mercer, Stutz and Duesenberg are discussed in technical detail and many of the European technical contributions by Peugeot, Delage, Ballot, Fiat and Bugatti are expertly chronicled.

Employing period-vintage newspapers and magazines, the author takes the reader on a tour of the major racing venues in Europe and America and draws a complete picture of the famous winning race team or teams using reportorial text, photographs and/or graphic illustrations. Dick describes the designs of the various race car competitors, and differentiates their unique engine or vehicle features. The author emphasizes race car engine evolution (e.g. single and dual overhead cam engines, supercharging, straight-eights, etc.), and to explain this, Dick deploys a number of explanatory engine cross-sectional drawings and illustrations. There is a plethora of race car descriptions, some with affectionate names like the "Grey Ghost," "Red Devil," "Fiat Cyclone," and "Golden Submarine."

To complete the picture, Dick weaves in biographic vignettes about the race car owners/makers, as well as the drivers and their mechanics. He also relates some background about the race car and engine designers as well as describes race track construction, "live track action," track results as well as fatalities and injuries. To support his analysis, the author has meticulously hunted down rare period-vintage images of these machines; the associated people and the places involved and identified every image with precision.

While visiting the various European and American race tracks, the reader will meet many famous automobile design personalities, heroes and icons such as Louis Chevrolet, Fred Duesenberg, Louis Renault, Enzo Ferrari, Ettore Bugatti, and Alfieri Maserati, many famous race car drivers and their mechanics, and also learn about some of the behind-the-scenes racing intrigues.

The appendices are employed to relate biographic data on key personalities, specifications on the broad range of noteworthy race machines built during this period as well as starting position data for some of the most famous races.

This is a fascinating book and well worth the time to explore, as the reader will get a solid historical foundation in "veteran to vintage" era American and European auto racing. Unless the reader thinks in metric terms, an international units conversion table (Metric to English) is recommended to help convert engine displacements, speeds, weights, vehicle dimensions, etc. when making comparisons. Regrettably, in some places, there needed to be more anecdotal stories to help lubricate the technically dense text.

—John L. Jacobus

Morgan International Adventure

by John C. Clarke

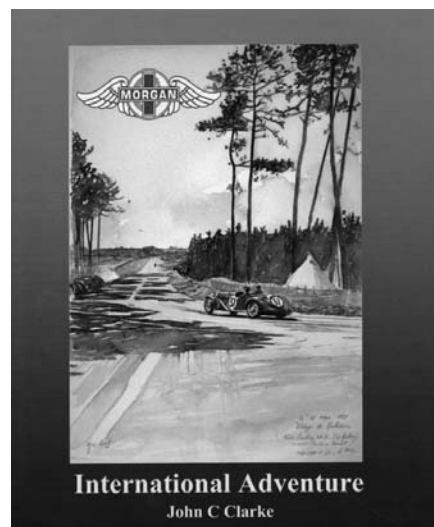
Available only from

www.morganadventure.co.uk

236 pages, 314 photographs.

ISBN. None

Price: £24.95 +£6.60 p&cp in UK.



When John Clarke started his research into the Morgan 4-4 which competed at Le Mans in 1938 and 1939 and the Tourist Trophy races in 1937 and 1938,

I doubt if he ever thought he would write a book about it!

It all started with his helping a friend purchase “a log book and a box of car bits that purported to be a 1938 Morgan 4-4.” After four years the bits had not been touched so John bought them and sent it all to Techniques of Stotfold. “There we built a racing Morgan just like the one that competed in the 1939 Le Mans race. I say ‘we,’ but Brian Gateson, the proprietor, built the car—I just told him what I wanted done... and forked out a lot of money.” John has raced this car now for many years.

In his research John met Chris Chapman and Jake Alderson. It had been presumed the actual Le Mans Morgan had long disappeared, but Jake heard that the car had been found in a derelict state in the USA. John was able to buy this from the estate of a deceased owner. The car was later rebuilt by a friend and raced at Le Mans in 2010 and 2012. John finished his preface with “I collected so much material that I thought I should write it up, so this is it!”

In order to publicize the new four-wheeled Morgan the factory entered a car for the 1937 TT. It was driven by Henry Laird and Ron “Soapy” Sutton. In the race the Morgan went well but lost a wheel near the conclusion and was unable to finish. The factory put it to one side. Now enter the heroine of the story, Prudence Mary Blake Fawcett, “23 years old... fair skinned, slender and trim with light blue eyes”—a car enthusiast but with no racing experience. After a trip to Le Mans in 1937 she was determined to race there. She entered for 1938 without having a car! Later she met up with Geoff White of Winter Gardens Garages, London who had recently become Morgan agents. He persuaded H.F.S. Morgan to lend them the TT car now road registered BNP 370. The book is about their adventures. The races are covered in detail, using much behind-the-scenes information from the Fawcett family, including access to many hitherto unseen photographs. Over 300 pictures are included in the book, with many being reproduced quite small.

Interestingly, the book also gives you background of the political situation in the United Kingdom and in France. John Clarke comments, “For this I started reading copies of *The Times* newspaper in preference to history books.” The last 80 pages, a sort of appendix, gives detailed biographies of the five principal people involved.

These characters each had very varied careers in motor sport of all sorts and in many different cars. None are well-known, but they still make very interesting reading.

This is a self-published book of only 250 copies. You’ll need to be quick if you want one!

—Michael E. Ware

Brick by Brick: The Biography of the Man Who Really Made the Mini – Leonard Lord
by Martyn Nutland

AuthorHouse (October 8, 2012)

311 pages, few black and white pictures.

Paperback.

ISBN-10 1477203184

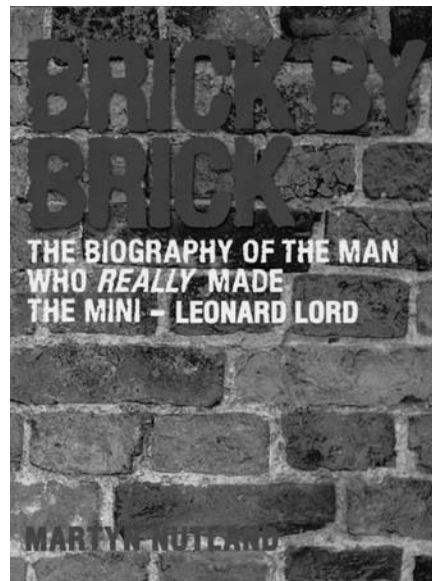
ISBN-13 978-1-4772-0318-7

Price £12.40

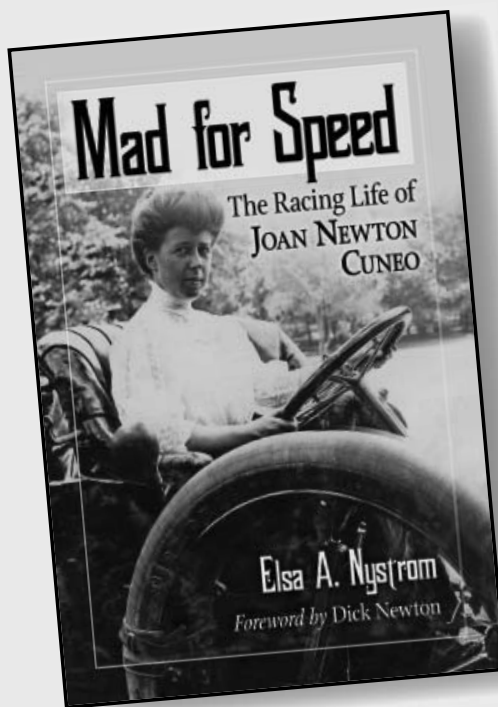
Before reading Martyn Nutland’s book I knew nothing in depth about Sir Leonard Lord other than having the impression he was not a very nice man. Nutland on the other hand is obviously a great fan of the man having studied his career from an early age. He tells us, “Somewhere in my late teens I fell upon the quote ‘We’re not in business to make bloody motor cars; we’re in business to make money.’ It was attributed to a man whose name I had only seen in ancient back numbers of the *Austin Magazine*, and

then only vaguely noted—Leonard Lord.”

Why someone has not written his biography before I cannot imagine, as he was an influence in the motor industry for so



many years. After the First World War he worked for Daimler and in 1923 moved over to Morris Motors. By 1927 he was trusted enough to be moved over to Wolseley when they were bought by Morris. He went there to modernize the factory and its production methods; this led to him be-



This book recounts Joan Newton Cuneo’s life and her role (from 1905 to 1915) as the premier female racer in the United States and spokeswoman for women drivers and good roads. It covers her experiences in three Glidden Tours (and includes her notes on the 1907 tour), her first races, and her rivals, as well as the battles for organizational control of racing — which ended in banishing women racers shortly after Joan’s greatest racing victories at New Orleans in 1909.

232 pages \$39.95 softcover (7 × 10)
47 photos, appendices, notes,
bibliography, index
ISBN 978-0-7864-7093-8 2013
Ebook ISBN 978-1-4766-0271-4



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Bill Tilden

Editor's Note: W. William Tilden (February 8, 1935 - October 18, 2013); the first *W* stood for Warren, a name he never used past high school; married 48 years, with two sons, a daughter and 3 grandchildren, 4 great grandkids; utilized his two engineering degrees, civil and mechanical, overseeing construction of Esso filling stations, then Chrysler dealerships, prior to forming his own independent firm that quickly secured the national contract as Mitsubishi Motors entered the North American marketplace; longtime research collaborator on books and contributor to magazines, SAH member since 1980, regular Hershey attendee, on judging staff of several concours, and active collector of automotive literature and cars.

United States Coast Guard Base, Gloucester City, New Jersey, July 1965: A call from the Ops office—"Sir, there's a civilian here asking for you. He's driving the weirdest car I've ever seen."

It was Bill, of course. We clicked from the start. Within a week he hied me off to north Philadelphia to help strip the oddly attractive, *faux* lizard skin upholstery out of a rusty old car. It turned out a bad mistake—we'd junked an ultra-rare 1951 Kaiser Emerald Dragon. They built maybe six....

Bill's automotive tastes were catholic, ranging from the E-type Jaguar he bought new and raced—probably the oldest in the hands of its original owner—to a 1941 Cadillac Sixty-Special, several Continentals and late-model Mopars, which he acquired as "future collectibles" from Chrysler, where he then worked, building dealerships. It was Detroit's heyday, Chrysler was rich and powerful, and more often than they knew, they helped finance our travels in search of relics.

Bill's wife Marilyn was resigned to his addiction, though she never forgave him for the clapped-out 1949 Frazer convertible with which Bill decorated their home in Dunwoody, Georgia. "Have you seen that Gahongas?" she said on my first visit. "So help me, if he doesn't get rid of that thing I'm going to leave it out on the street for the garbage truck."

The Frazer was restored, which eased her opinion, especially when he sold it. But that was Bill, who had a soft spot for derelicts, orphans especially. He was down

to under fifty ("I'm only keeping the cream") when he was taken from us.

Our greatest collaboration was on my first book, *Kaiser-Frazer: Last Onslaught* [until then] on Detroit, which was a good job because of Bill. As historians, we were just in time. Many of the K-F principals were aging or infirm. The book made good its claim ("an intimate study of the American car industry") because Bill helped find many of them: Henry McCaslin, chief engineer of the front-wheel-drive Kaiser; Ralph Isbrandt, who gave the revolutionary '51 its remarkable handling; designers Buzz Grisinger, Alex Tremulis and Bob Robillard, who had, with others, taken K-F styling so far above the mainstream. The book sold 7,500 copies in two printings. Bill sold several hundred himself!

Time is running out and I haven't told you the half of it: of cruising the Packard Proving Grounds at 140 in Bill's E-type (ka-pow! went one of his Atlas Bucrons; we stopped to find a fist-sized hole in the tread), or in his retrofitted stick-overdrive Packard Caribbean; touring the bars and dives of the Florida panhandle, in search of some old automotive duffer; entertaining Austin Clark at the Dearborn Inn; Bill driving Brooks Stevens' Excaliburs at Indy; meandering Hershey looking for Nash dealer signs...

And that's all you have when a friend dies; just memories. It's not enough, really, but it's all you get, and soon we're gone too, and the memories with us. He meant so much to so many, that this can only be a symbolic tribute for us all. But I have no hesitation or lack of breath in this valedictory fanfare: *You were always on the good side; you loved the cars, and the people who built them; you were all that is good in our world; fare thee well, my gifted, true and many-sided friend.*

—Richard M. Langworth



Bill Tilden (right), the author (center) and Dutch Darrin, *Kaiser-Frazer's* inspirational stylist, Los Angeles, 1972.

Josh Malks

Joshua B. Malks, well-known and respected Cord historian and writer, died October 11, 2013, after a courageous battle with cancer. He was 78.



Born September 25, 1935, he grew up with Cords, particularly the 810 and 812 series, having been smitten as a boy while the cars were common on the streets of his native Bronx, New York. Over the years he has owned five of them, all Westchester sedans, which he drove tirelessly over long distances. He was a past president of the Auburn Cord Duesenberg Club and maintained an eclectic website, CordNet, at automaven.com, which was dedicated to those revered models. He was also a member of the Classic Car Club of America, the Antique Automobile Club of America, and American Mensa.

Josh joined SAH in 1992 as member number 1634. His book *Cord 810/812: The Timeless Classic* won a Society Award of Distinction in 1996. It was followed by a more thoroughly-researched book, published in a more deluxe, slipcase edition as *Cord Complete* in 2009. Other works of the genre included *Auburn and Cord* (with Lee Beck), *the Illustrated Duesenberg Buyer's Guide*, *How to Maintain and Enjoy Your Collector Car*; *Glenn Pray: The Man Who Brought Legends to Life*; and *How to Keep Your Collector Car Alive*. He leaves his wife Betty, of Capitola, California, several children and grandchildren, and his 1936 Cord 810 "Moonshadow."

Memorial contributions may be made to the Palo Alto Medical Foundation, Palliative Care and Support Team, c/o Dr. Bill Morris, 2850 Commercial Crossing, Santa Cruz, California 95062 or Hospice of Santa Cruz County, c/o Kim Diserpa, 940 Disc Drive, Scotts Valley, California 95066, two organizations that brought him great comfort.

Josh was a ready source for Cord information every time I needed it. I shall miss him.

—Kit Foster

