



Many entrants, like Mike Thodoroff (author of our fSAE story page 68) have proudly kept their certificates and other mementos all these years. State level awards received cash and a ring: third in state received \$40 and a bronze-capped ring; second, \$100 and ring with silver cap; first, \$150 and gold-capped ring.

An Illustrated History, The Fisher Body Craftsman's Guild

by John L Jacobus,
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in consecutive years – as long as they remained within the age parameters – up to eight, even nine, times.

Getting the completed coach or car to Detroit safely and on time was also part of the exercise. The instructions charged the competitor to construct his own shipping crate that also had to conform to instructions, which specified the crate's inside and outside dimensions. Each model in its custom-created crate had to be accompanied by a copy of the entrant's birth certificate, a photo of him, and a pledge card signed by the entrant and his parents that read: As a member of the Fisher Body Craftsman's Guild, I pledge myself to build honestly with my own hands all work I may undertake in the Guild – to strive to perfect myself as in craftsmanship – to conduct myself in all things with the industry, steadfastness, and fair dealing benefiting a Craftsman.

If we had a crystal ball, and had it been functioning properly, during those thirty-two years that the Fisher Body Craftsman's Guild was active, (1930-68, with a six-year hiatus during World War Two), we would have prophesied that the young men who accepted the challenge to construct a coach, or design and construct a model would have bright futures as adults. Guildsmen subsequently made their way into all manner of careers, with many of them having some sort of design, art or engineering orientation. The design studios, especially those of the automotive manufacturers, took note of – and hired – award winners. Additionally, many of the Guildsmen kept track of one another. They have – and continue – to network all through their working careers. Just as Guild participation was an influence on the lives of the young men, so too do these one-time Guild competitors – yet Guildsmen always – now influence and mentor others.



At a recent reunion Ronald Will (at left, above left) and Stewart Reed and Mike Antonick (left) enjoy the memories. As organized as the Guild was during the years it was active, no formal records were kept after 1968, nor were the whereabouts of Guildsmen tracked or maintained. If you are (or know of) a Guildsman who has not been contacted to contribute information about himself, or who hasn't been aware of the periodic reunions that have been held, we encourage you to send us a note or e-mail here at *AUTO Aficionado*, 2614 Sirius Street, Thousand Oaks, California 91360-2943 or by e to hvh@autoaf.com. We'll send you a copy of the inquiry survey form created to document Guildsmen's whereabouts today. Completing and returning that form will also put you in touch with those who plan and organize future reunions.