

# 歷史的一刻：扶輪的徽章

## Historic Moments: Rotary's emblem

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台北松山扶輪社前社長 高永吉 PP Spencer 譯

扶輪的徽章自 1924 年以來一直沒有改變，在扶輪創始之初，曾經有過多次重新的設計。

在 1905 年，孟泰戈·畢爾，一位雕刻師也是芝加哥扶輪社員，擬了一面帶有 13 個輪幅的車輪稿。當扶輪社員開始抱怨說，該設計圖樣不動的且沒有生命，畢爾就加上了些裝飾，因此使該車輪好像騎在一層雲端上。不幸地，有些社員認為該雲看起來像灰塵。在車輪之兩邊飛揚，違背地心引力之定律。

畢爾以附加一面旗子，並在雲彩上面寫著扶輪社等字以資回應。

在 1911 年，國際扶輪秘書西斯里·倍利推荐說“要全國協會採取行動，要每一扶輪社之徽章以車輪為主要部份”在 1912 年於明尼蘇達州之杜魯市所舉行之年會前邀請所有扶輪社呈送設計圖樣給徽章委員會。

在杜魯市年會上提供些定義“該徽章要包含一項基本原則，即外緣要有齒輪的一個車輪……，該輪幅要設計成有強度；齒輪之目標要雙重的；減輕設計之樸實感，而且要象徵能量”

扶輪(Rotary)字眼要在上面，同時，國際協會在下端。鼓勵扶輪社用類似之設計圖，將其城市之名稱在國際協會之下方。至於輪幅及輪齒之數目並沒有硬性規定。

結果，在 1918 年前有各式各樣的徽章在各社使用。理事會任命查爾斯·麥金托斯，芝加哥扶輪社員及奧斯卡·伯傑，杜魯扶輪社員，到特別委員會來統一制定標準化扶輪徽章。

伯傑草擬一個徽章用六個輪幅及 24 個齒輪，看似有種堅固的外觀。在這設計圖中，齒輪及輪幅的數目是意圖用來反映一個真實可用之車輪。而不是任何扶輪歷史之外貌。

在 1919 年 11 月，理事會採納伯傑之設計圖及詳細之說明，並於 1921 年之年會中正式核准。許多年來，徽章的說明僅參考 1920 英文「扶輪月刊」之文章，“重新設計扶輪車輪”它宣示了理事會之決心。

在 1924 年前，伯傑之設計稿被更正且加上鑰匙孔，這一增補歸功於威爾·佛科，洛杉磯扶輪社員。他認為伯傑之設計圖樣

The Rotary emblem, unchanged since 1924, was redesigned many times in the early years of the organization.

In 1905, Montague M. Bear, an engraver and member of the Rotary Club of Chicago, sketched a wagon wheel with 13 spokes. When fellow club members began to complain that the design was static and lifeless, Bear added flourishes that made the wheel appear to ride on a bed of clouds. Unfortunately, some members felt the clouds looked like dust, defying the laws of gravity by being kicked up on both sides of the wheel.

Bear responded by superimposing a banner with the words Rotary Club over the clouds.

In 1911, Secretary Chesley R. Perry recommended that "action be taken by the National Association to establish the wheel as the basic part of the emblem of every Rotary club." Clubs were invited to submit designs to an emblem committee before the 1912 convention in Duluth, Minnesota.

The Duluth convention provided some definition. "The emblem consists of the basic principle of a wheel with gears cut on the outer edge. ... The spokes are to be so designed as to indicate strength; the object of the gears ... being twofold; to relieve the plainness of the design, and ... symbolize power."

The word Rotary appeared at the top and International Association at the bottom. Clubs were encouraged to use a similar design, placing the name of their city at the bottom in place of International Association. The number of spokes and cogs was unspecified.

As a result, numerous variations on the emblem were in use by 1918. The Board appointed Charles Mackintosh, of the Rotary Club of Chicago, and Oscar Bjorge, of the Rotary Club of Duluth, to the Special Committee to Standardize the Rotary Emblem.

Bjorge drafted an emblem with six spokes and 24 cogs, giving it a sturdy appearance. In this design, the number of teeth and spokes was intended to reflect a real, working gearwheel, and not any aspect of Rotary's history.

In November 1919, the Board adopted Bjorge's design and a detailed description, and the 1921 convention formally approved them. For many years, descriptions of the emblem simply referred to a 1920 article in The Rotarian, "Redesigning the Rotary Wheel," which announced the Board's decision.

By 1924, Bjorge's design had been modified to include a keyway. This addition has been attributed to Will R. Forker, of the Rotary Club of Los Angeles. He was reported to have said Bjorge's design made no provision

使得車輪沒有支撐物。使軸心可以來回轉動，會使得車輪空轉。佛科查覺扶輪如同一種“活力”，因此嵌入了一個鍵槽到輪轂內，使該新車輪成為一個“真正的工作者”。

1924年11月，理事會正式核准該徽章，而它當時正在使用中。然而，並非所有書面的敘述立即被更新。為了釐清在1912和1929年有關徽章各種任何混淆的決定。對現存附有鍵槽的設計圖之一項標準敘述於1929年之年會中被核准。

扶輪的徽章，就如同扶輪的名字及其他的標誌是一項註冊商標。扶輪社、地區及扶輪的實體都歡迎他們使用扶輪的徽章。只要受國際扶輪理事會指導方針之約束即可用扶輪的標誌。這些指導方針管理扶輪標誌用於商品促銷的資料及刊物，包含網域名稱及網址。

for the transfer of power to or from a shaft, rendering the wheel idle. Forker perceived Rotary as a “living force,” and inserting a keyway into the hub made the new wheel a “real worker.”

In January 1924, the Board formally approved the emblem that was then in use. Not all written descriptions were updated immediately, however. To clear up any confusion caused by the various decisions about the emblem between 1912 and 1929, a standard description of the existing design, with a keyway, was approved by the 1929 convention.

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