

The Wayne Drumlins Antique Auto Region



Headliner



Volume 40 Issue 3
APRIL 2015



Published by and for the Wayne Drumlins Antique Auto Region Inc.

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President's Message

April 2015

Greetings Folks,

Welcome to spring. Though the weather patterns here in the north east have been rather reluctant to keep pace with the calendar there have been some positive signs, not the least of which is the maple syrup season. Thanks to Sue Van Camp for hosting the pancake breakfast and tour of Day Brothers Sugar House. We had a great turnout for this event and everyone seemed to enjoy the outing. Thanks are also due to Bruce and Janet Knowlton for hosting our dinner at the Blue Ribbon Restaurant in Phelps prior to our March meeting. This annual event is a sure sign spring is on the way.

Most folks in the collector car hobby have some idea that over the years, Rochester and it's surrounding environs has played some important parts in the automobile world, both historically and today. This is a vast field and one which we will most likely visit from time to time in future columns. To get started, perhaps two of the most recognized names historically would be George Baldwin Selden for the Selden patent fights and Cunningham for high end luxury cars.

Though best known for the Selden Patent, starting in 1907 and lasting until early 1914 Selden built a line of touring cars, roadsters, and limousines. These were assembled cars in that all the major components were procured from outside vendors and assembled at their plant on the east side of Rochester. In the early days of the automobile industry, assembled cars were quite common. By 1913, the Selden company was struggling and the company reorganized into Selden Truck Sales Corp. Selden was one of several truck manufacturers who supplied the Model B Liberty truck during the first World War. By 1930, Selden was absorbed by the Bethlehem Truck Company of Pennsylvania and the Selden name disappeared.

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2015 UPCOMING EVENTS

April 15	Monthly meeting at the Phelps Community Center	7:30pm
	Refreshments @7pm provided by Canavan, R. Smith and Heald families	
Apr 22-26	Spring Carlisle Carlisle, PA	
May 9	Windmill Car Show in Penn Yan	Gate opens 8:00am
May 15-17	Dunkirk Show & Flea Market	
May 16	John Mulford Garage Tour and lunch Phelps	TBA
May 17	Finger Lakes BOCES Car Show	
May 20	Monthly Meeting Phelps Community Center	7:30pm
May 24	Wheels on Main St. Waterloo	
May 23-24	Norwich Flea Market	

Welcome New Members

Scott and Linda Smith of Marion. They own a 1959 Jeep Willys.

AACA National Meeting

Congratulations to Matt for receiving the Award of Excellence at the recent AACA National Meeting for our web site. Matt has certainly put in a tremendous amount of effort on behalf of the Wayne Drumlins organization. If you haven't visited the website recently, please do. The address is waynedrumlinsauto.com. Yours truly received the Award of Distinction for our newsletter, "The Headliner".

Jean & Pete



Please remember your non-perishable food items for our local food cupboard. They are grateful for whatever you can bring.



Happy Birthday to:

Leslie Askin 4/7
 Pete Empson 4/17
 Steve Heald 4/17



Happy Anniversary to:

Sally & Ed Morrow 4/20
 Allie & Dick Weis 4/26
 Leslie & Jim Askin 4/27



Our Sympathies to:

Phil and Willy Dean on the loss of their daughter-in-law Lorry

MARCH 2015 MINUTES

The March 18, 2015 meeting was held at the Phelps Community Center and was opened at 7:22PM by our President Dick Sterns and began with the Pledge of Allegiance to our flag. 35 members were present. A big thank you to Janet and Bruce Knowlton for setting up reservations for us to enjoy a delicious dinner at the Blue Ribbon Restaurant in Phelps before the meeting.

SECRETARY REPORT - A motion was made by Rusty Smith to accept the November 2014 minutes. Seconded by Matt Canavan. Motion carried.

TREASURER REPORT - We didn't have a report as Brenda Sterns was enjoying a little time away with the dog.

BOARD OF DIRECTOR REPORT - Matt Canavan reports that he had nothing to report. He said to let him know if anyone has any issues. He has a guy helping him with the website.

SHOW COMMITTEE - George O'Neil, Chairman not present.

MEMBERSHIP COMMITTEE - Hank Goellner, Chairman, reported that he has composed a letter for AACA members who don't belong to Wayne Drumlins inviting them to join us, which he found while going through the list of New York members on the Website. He received the application from Scott and Linda Smith who are now new members. He has the new 2015 rosters to pass out after the meeting. Discussion took place that we need a new working phone tree. He will spearhead this. He has 4 complementary national applications which expire on 9/30/15.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED - There wasn't any concerns, but Donna Goellner had many thank you notes for donations in memory of those who had passed away. There was also correspondences offering safety banners as well as an application for the AACA Region/Chapter Calendar for the Antique Automobile magazine.

BUY SELL OR TRADE - Check Headliner.

OLD BUSINESS - None

NEW BUSINESS - Dick Sterns presented Matt Canavan with a Presidential Appreciation Award as Past President. He complimented Pete Empson on the calendar for the year. We sure will be busy. He would like any one of the members who might know who might be interested in joining our group, to come to the President's Porch Picnic on September 12th or rain date will be the 13th.

UPCOMING EVENTS FOR 2015:

March 21st Maple Syrup Breakfast & Day Bros. Sugar House Tour at Oaks Corners Church
March 29th Early Ford V-8 Indoor Flea Market in Rochester

June 19th Shortsville Firemen's Parade 7:00PM
June 22nd to June 26th Indiana Steam Vehicle Tour to be held in Canandaigua. Steve Heald reported 45 rooms being held at the Inn on the Lake. He is spearheading this.

Refreshments for the next meeting on April 15th at the Phelps Community Center will be Healds, Canavans and Rusty Smith.

The Door Prize winner of a gallon of washer fluid was Joel and Ann Neal and the 50/50 winner of \$19.00 was Hank Goellner.

The meeting was adjourned at 7:55PM by a motion from Rita Canavan and seconded by Pam Heald.

Respectfully submitted by:
Donna Goellner, Secretary



Matt receiving his Past President Plaque from Dick

The Tour at the Day Brothers Sugarhouse

From the Tree to Your Table

It is that time of year when winter grudgingly gives way to spring and New York State maple syrup producers begin the work of making maple syrup. The temperature climbs to the 40's in the day and eases back below freezing at night. Warm days and cool nights cause the sap to run through the trees. This is known as the "sugaring off" season.

A sugar maple tree is usually 30 years old or more and at least ten inches in diameter before it is tapped. Depending on its size, a tree can have up to four taps, each of which yields an average of ten gallons of sap per season (1 quart of syrup).

Almost 75 % of New York's maple producers have put away their metal spiles and buckets. They save time and collect more sap by connecting their maple trees—collectively known as a sugarbush—with a network of plastic tubing. The sap flows to collecting vats or in some larger operations, is pumped directly to the sugar house. This is where the sap is transformed into syrup.

When the sap first arrives in the sugarhouse it is mostly water and bears little resemblance to the beautiful amber liquid we eventually use on our pancakes. The sap to syrup conversion happens when most of the water is boiled away. During "sugaring off" season, sap is evaporated continuously until the supply of sap is converted to pure maple syrup. It takes about 40 gallons of sap to make one gallon of syrup. The evaporation process, like the collection of sap from the trees, has been completely modernized. New York State producers use sophisticated equipment to control the evaporation process and to make the most efficient use of the fuel used for this process.

Day Brothers Sugar House Tour



At the Oaks Corners Presbyterian Church having pancakes and all the fixings with maple syrup from the Day Brothers.

Wayne Drumlins had an excellent turnout for breakfast even though the weather was not cooperative. Boy, it was cold.



President's message continued.....

Cunningham Motors was much more successful than Selden. Though not the earliest automobile manufacturer in Rochester, they were undoubtedly the best known and their reputation for quality automobiles with custom coach work bodies was worldwide. As an automobile manufacturer, they were in business from 1907 to 1936 though after 1929 their focus was hearses and ambulances. The stock market crash of 1928 put an end to the luxury coach and limousine market.

There is a lot more to the history of the Rochester region in regards to the manufacture of automobiles and supporting products. This is intended solely as a thumbnail sketch and while trying to be as accurate as possible, it is not the intent of this column to become a thesis presentation. Anyone having information about any early car or parts manufacturers is requested to share it for inclusion in future columns.

See everyone at the April 15th meeting.

Dick

1901 Ford Race Car "Sweepstakes"

Auto companies often justify their participation in auto racing by quoting the slogan "Win on Sunday, sell on Monday." When Henry Ford raced November's Pic of the Month, it was a case of win on Sunday to start another company on Monday.

In the summer of 1901 things were not going well for Henry. His first car company, the Detroit Automobile Company, had failed, and his financial backers had doubts about his talents as an engineer and as a businessman. Building a successful race car would re-establish his credibility.

Ford didn't work alone. His principal designer was Oliver Barthel. Ed "Spider" Huff worked on the electrical system, Ed Verlinden and George Wettrick did the lathe work, and Charlie Mitchell shaped metal at the blacksmith forge. The car they produced was advanced for its day. The induction system was a rudimentary form of mechanical fuel injection, patented by Ford, while the spark plugs may have been the first anywhere to use porcelain insulators. Ford had the insulators made by a Detroit dentist. The engine had only two cylinders, but they were huge: bore and stroke were seven inches each. That works out to a displacement of 538 cubic inches; horsepower was estimated at 26.

Ford and Barthel claimed the car reached 72 miles per hour during its road tests. That doesn't sound impressive today, but in 1901 the official world speed record for automobiles was 65.79 miles per hour.

Ford entered the car in a race that took place on October 10, 1901, at a horse racing track in Grosse Pointe, Michigan. The race was known as a sweepstakes, so Sweepstakes was the name that Ford and Barthel gave their car. Henry's opponent in the race was Alexander Winton, who was already a successful auto manufacturer, and the country's best known race driver. No one gave the inexperienced, unknown Ford a chance.

When the race began Ford fell behind immediately, trailing by as much as 300 yards. But Henry improved his driving technique quickly, gradually cutting into Winton's lead. Then Winton's car developed mechanical trouble, and Ford swept past him on the main straightaway, as the crowd roared its approval.

Henry's wife Clara described the scene in a letter to her brother: "The people went wild. One man threw his hat up and when it came down he stamped on it. Another man had to hit his wife on the head to keep her from going off the handle. She stood up in her seat ... screamed "I'd bet \$50 on Ford if I had it."

Henry Ford's victory had the desired effect. New investors backed Ford in his next venture, the Henry Ford Company. Yet he was not home free. He disagreed with his financiers, left the company in 1902, and finally formed his lasting enterprise, Ford Motor Company, in 1903.

Ford sold Sweepstakes in May of 1902, but eventually bought it back in the 1930s. He had a new body built to replace the original that had been damaged in a fire, and displayed the historic vehicle in Henry Ford Museum. Unfortunately Ford did not keep good records of his restoration, and over time Museum staff came to believe that the car was not an original, but a replica. It was not until the approach of the 1901 race's 100th anniversary that the car was closely examined and its originality verified. Using Sweepstakes as a pattern, Ford Motor Company built two running replicas. The original car, one of the world's oldest surviving race cars, has been proudly returned to display at The Henry Ford.



Experience Auburn at the Special AACA National Meet Auburn Auction Park - Auburn, Indiana May 7-9, 2015

One of the most unique meets if not THE most unique meet in AACA is around the corner. Are you coming? We have been promoting our AACA Special Meet in Auburn, Indiana for quite some time. It will be in Auburn, Indiana May 7-9. However, it bears repeating the incredible opportunities for an automotive adventure that you will not want to miss. We desperately need to show the rest of the country that the Midwest is alive and well and that our members support us there. Please bring a vehicle to the show and get your friends involved as well. Don't delay, this will be a great meet.

First of all, all activities will take place at Auburn Auction Park during the Auctions America by RM Auctions Spring Sale. Most of you remember when Auburn was THE place to go for an auction and the AA team is quickly bringing back the site to its glory days. This year the auction is jammed with a great selection of cars and we expect some terrific memorabilia to be sold as well. There will be 100's of cars on sale during Thursday, Friday and Saturday so you can add that one more car you have always wanted to your collection! If the garage is full you can witness a great variety of cars going off the auction block and hone up on your "value" skills.

AACA members are eligible for FREE entrance to the sale and a free bidder's pass (you still must handle financial arrangements per their requirements).

The flea market at the Auctions America facility is chocked full of early season bargains. Our experience at last year's was great and we found numerous interesting items that we have never seen before in other flea markets. The market is located right on the grounds so you can spend time at the flea market and then go and watch the auction and rest your feet. Auctions America usually has a host of celebrities on hand and NBC Sports televises the event. You may be seen on TV! Of course there is a large food

court on the grounds that you might just want to visit! The homemade Amish pretzels are mighty good!



This year every car registrant will get a commemorative license plate along with a dash plaque as well! The plate will be a great keepsake of the meet and one that is registered and unique to your car only. Register early for a low number. Plates go to the first 300 vehicles registered!

Bring your AACA membership card and visit the great array of automotive museums in Auburn. AACA members get a discount. The world famous Auburn-Cord-Duesenberg Museum is a must see along with the National Automobile Truck Museum, Early Ford V-8 Museum and the National Military History Center are all waiting to welcome you. If you want to adventure farther there are a host of great destinations including a railroad museum and the famous town of Shipshewana.

There are plenty of hotels very close by in Ft. Wayne which is a straight shot up I-69 to the auction facility. FREE motorhome parking on site and NO CHARGE for show car trailer parking! Oh, and by the way our closing awards dinner is a world class Barbeque by a winning BBQ competitor and the cost is only \$28!

Please, register online now www.aaca.org or call national headquarters (we can take credit cards) 717-534-1910 or send your form in today. We look forward to seeing you for a fun filled weekend!

American Pickers to film in Seneca County

The Seneca County Chamber of Commerce is excited to welcome Mike Wolfe and Frank Fritz to our area for the filming of their hit television series AMERICAN PICKERS. Filming is expected to begin in April. The Chamber and the television producers are actively looking for locations in the area. If interested email your name, number, address and description of the collection and photos to:

info@senecachamber.org

Early Musical Horns

By: Matthew Hocker

The library receives a wide variety of questions, covering everything from specific cars to historic travel routes. One of our most recent inquiries dealt with Sparton horns. While researching this question, I came across a brochure and installation instructions for the Sparton Repealer, an early automobile horn capable of playing brief melodies. Prior to handling this research request, I had always assumed musical horns were a recent phenomenon. Fueled by curiosity, I decided to dig into our horn files to find out more about the history behind these unique devices.

Automobile horns date back to the beginnings of the automobile industry in the 1890s. Though horns are standard equipment in today's cars, they were originally aftermarket accessories. Conceived out of the need for an effective warning signal, several different companies went on to design and market their own horns. This gave rise to many variations, including horns capable of carrying a tune.

"THE GABRIEL" HORN

Is a Musical Horn designed for LAUNCHES and AUTOMOBILES, to take the place of the noisy and disagreeable screeching horn which is objectionable in many ways to both automobilists and pedestrians. Each tone is tuned to a musical key.

By simply placing the foot on a pedal the GABRIEL blows from the exhaust of the engine either gasoline or steam. No engine is too small, as it blows with less than a pound pressure. Write us the make of your car, the year in which it was built, the size of the exhaust pipe (outside measurements), and whether constructed of steel or iron, we will send you specifications showing how to connect the Gabriel Horn.

FOUR CHIME HORN.
 Model A. A. (Large size), made in 2-inch tubing. Occupies space 10x35 inches. Price \$35.00
 Model A. A. (Small size), made in 1½-inch tubing. Occupies space 8x26 inches. Price \$30.00

THREE CHIME HORN.
 Model A. (Large size), made in 2½-inch tubing. Price \$30.00
 Model A. (Medium size), made in 2-inch tubing. Occupies space 7½x34 inches. Price \$25.00

FOUR CHIME HORN.
 Model C. (Large size), made in 2½-inch tubing. Occupies space of 6x32 inches. Price \$20.00
 Model C. (Medium size), made in 2-inch tubing. Occupies space of 6x32 inches. Price \$18.00

The above prices include valve, spring and foot pedal for attaching to car.
 Catalogue for the asking. Write for any information needed.

H. D. TODD & COMPANY, CENTRAL DISTRIBUTING AGENTS
 408 FELIX STREET, - - - ST. JOSEPH, MO.

One of the earliest known musical horns was the Gabriel Horn, a multiple tone device created by Cleveland inventor Claud H. Foster in 1900. Named after the biblical angel Gabriel, this accessory was technically a whistle that functioned using the car's exhaust system. The Gabriel horn was made up of multiple cylinders of

varying length, each one capable of a unique tone. A 1906 ad billed the Gabriel horn as, "...a musical horn...to take the place of the noisy and disagreeable screeching horn which is objectionable in many ways to both automobilists and pedestrians."

Another early musical horn was the French Testophone. It was made of brass and measured more than twenty-six inches long. Unlike the Gabriel Horn, the Testophone was a hand-operated bulb horn. According to one advertisement, it "swanks up the old car, and is the last word of smartness for the new."

... Come Blow Your Horn!



"LE TESTOPHONE"
 (Made in France)

A distinguished, individual, fashionable, foreign, automobile signal. Four cornets, actuated by one large bulb, play martial and hunting airs. Swanks up the old car, and is the last word in smartness for the new. Highly nickeled finish, easily attached to any car.

An original and individual Christmas Gift

\$35.00 postpaid

Sent anywhere in the United States upon receipt of check or money order



SINGLE TONE TRUMPET . . . **\$3.00**

Sent anywhere in the United States upon receipt of check or money order

IMPORTERS
ELEKTRA MANUFACTURING CO.
 245 WEST 55th STREET
 NEW YORK

Perhaps one of the most famous musical horns was the Sparton Repealer, an electric air horn that debuted in the 1920s. One brochure in our collection listed thirty-two different tunes to choose from including the prohibition-era favorite, "How Dry I Am." Oldsmobile owners even had the option of selecting "In My Merry Oldsmobile."

While these makes of horns gradually disappeared from the market, the fact that musical horns remain popular in today's society is a testament to their legacy. To learn more about horns or any of your other favorite accessories, be sure to contact the library or pay us a visit. You never know what you might find.

Reprinted from "The Speedster".



The original Sweepstakes, restored and on exhibit at The Henry Ford.

April 2015



FIRST CLASS MAIL

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