

The Wayne Drumlins Antique Auto Region



Headlines



Volume 39 Issue 6



JULY 2014

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

PRESIDENT

Matt Canavan

2103 Perry Point Rd.
Penn Yan, NY 14527
585-746-9357
mattcan999@aol.com

VICE-PRESIDENT

Dick Stearns

4605 North Rd.
Canandaigua, NY 14424
585-230-5035
rstearn1@rochester.rr.com

SECRETARY

Leslie Askin

847 Castle Rd.
Geneva, NY 14456
315-789-6452
jdaskin@yahoo.com

TREASURER

Rita Canavan

2103 Perry Point Rd.
Penn Yan, NY 14527
585-329-9776
ritacan999@aol.com

BOARD OF DIRECTORS

Steven Heald, Chairperson

Jim Askin

Norma Herendeen

Pete Empson

Sue VanCamp

HISTORIAN

Amy Ressue

SHOW COMMITTEE

George O'Neil

Outlet Rd.
Clifton Springs, NY 14432
315-462-3844
margeo@fltg.net

MEMBERSHIP

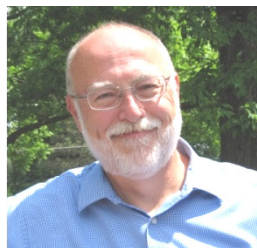
Hank Goellner

P.O. Box 86
Port Gibson, NY 14537
hgoellner@rochester.rr.com

NEWSLETTER EDITORS

Jean & Peter Empson

1267 Ridley Rd.
Phelps, NY 14532
315-548-3168
jempson@fltg.net



President's Message **July 2014**

Summer is in full swing. It's actually hot out there today, with a brilliant, steamy sun. Too hot you say? Well, just think about last January, with its wind and bitter cold and waist-high snowdrifts. It's not too hot anymore, is it!

We have several club activities on the calendar in July. Do all you can to jump in and be a part of it. The Stearns' porch picnic is Saturday, July 12th. Bring an old car! We have nursing home visits on two Wednesdays, the 9th at Clifton Springs and the 23rd at the Geneva Living Center North, and then we end the month with a visit to The Terrace at Newark on Thursday, the 31st. The residents enjoy our old cars and the memories they surface, so be there with a car and enjoy the conversation. And sandwiched in-between all of this is our July meeting and annual ice cream social at the Empson's on Wednesday the 16th.

August of course means the Wayne Drumlins 37th Annual Antique Car Show & Flea Market on Sunday, August 17th at Marion Town Park. This is certainly our big event of the year and we need club members to dive into the work to lighten the load for all of us. And that applies to setup day on Saturday too. If you have a specific talent you'd like to put on display, let George O'Neil know right away!

Take care all....

Matt

2014 CLUB CALENDAR

July 9	Clifton Springs Nursing Home visit 2 Coulter Rd. Clifton Springs	5:30pm
July 12	Porch Picnic at Brenda and Dick Stearn's house	Noon
July 16	Ice Cream Social and Monthly Meeting at Pete and Jean Empson's house	7pm
July 23	Geneva Living Center (North)	6pm
July 31	The Terrace at Newark Sock Hop and Ice Cream Rte. 88 S. Newark	6pm



Porch Party on Saturday, July 12th. You are welcome any time after 12 noon and we expect to eat sometime between 1 and 2 pm. The menu is mixed grill, hots, hamburgers, sausages, garbage can turkey, ham, homemade German potato salad, homemade baked beans, fruit salad, mac salad, and lettuce salad. Anyone wishing to add to the menu might consider an appetizer or relish tray, deviled eggs, or a dessert.

Ice Cream
Social



and
Meeting

Bring your favorite topping and lawn chair to Jean and Pete's on Wednesday, July 16th at 7pm. We are located at 1267 Ridley Rd. Phelps. From Main St. Phelps, turn onto North Wayne St., right onto White Rd, left onto Mott Rd., over the thruway, 2nd right onto Pinewood Rd and then left onto Ridley. We are the 4th house on the right. From Newark area, take Marletown Rd., left on Gifford Rd , 2nd right onto Ridley Rd. Call if you need further directions 315-548-3168.



Our Sympathies to:

Carl and Annette Rapp on the passing of
Carl's mother.



Get Well Wishes:

Our best wishes go out to
George Grube
Ed Morrow



Happy Birthday to:

Jim Askin	7/5
Martha Stevermer	7/8
Rita Canavan	7/15
Verna Mendola	7/19
Matt Canavan	7/22
Barb Dorf	7/30

Vice- President's Message



Greetings Folks,

Summer has arrived.

For anyone interested, there are still raffle tickets available for the 1964 Jeep. Ticket prices have been lowered to \$10 each from the original \$20 due to poor sales. Anyone interested should call Bobbie Metcalf at 585 200 0121. All proceeds from this raffle go to support the local chapter of the Blue Star Mothers. Blue Star Mothers are mothers of U.S. military service personnel. They offer support for other military families, as well as active duty personnel and veterans. All their funding is through private donations. Our local Canandaigua chapter is one of the only chapters in the U.S. with their own building, which is located on the Canandaigua V. A. campus. The drawing is July 12th and you need not be present to win.

In case you missed it, "Whisky 7" is a vintage C-47A "Dakota" cargo plane that has been restored by the National Warplane Museum in Geneseo, New York. Reportedly, it is the only airplane to have flown over Normandy, France on D-Day in 1944 and again, seventy years later, at the commemorative anniversary in 2014. For those interested, it will be on display at Genesco, NY on July 11th and at Rochester NY on August 15th, the day prior to the opening of The Greater Rochester International Air Show. These dates are from the National Warplane Museum web site. I would like to thank my longtime friend Warren Cobb of LaSalle, IL for tipping me off as to this show schedule.

I have not received any replies to my request for information about the Senior Car Classic at Ferris Hills. However, their web site provided the following:

For the third year in a row, Thompson Health's senior communities are hosting a classic car show with entertainment from an Elvis tribute artist. The show will be held in the courtyard shared by Ferris Hills and Clark Meadows. For information, call (585) 393-0410.

The hours are posted as Thursday July 24th from 11 am until 2 pm. If I get any more information, I will share it at the July ice cream social.

Brenda and I are looking forward to seeing everyone at our Porch Party on Saturday, July 12th. You are welcome any time after 12 noon and we expect to eat sometime between 1 and 2 pm. The menu is mixed grill, hots, hamburgers, sausages, garbage can turkey, ham, homemade German potato salad, homemade baked beans, fruit salad, mac salad, and lettuce salad. Of course, the disclaimer "subject to change" applies, but I don't foresee any issues. Anyone wishing to add to the menu might consider an appetizer or relish tray, deviled eggs, or a dessert. It goes without saying, weather permitting, special cars are welcome.

This time of year car shows abound most every day of the week. Pick your favorite, go for a ride and share your love for cars.

Dick

Nursing Home Visits -

July 9, 23 and 31 we have Nursing Home visits scheduled. Please try to make one or all of these activities. The staff and residents really appreciate our appearance with those old cars—and then there is always the refreshments that are provided for us.

Thanks,
Jean and Pete

JUNE 2014 MINUTES

The June 18th, 2014 meeting held at the Phelps Community Center was opened at 7:30 pm by our President Matt Canavan and began with the Pledge of Allegiance to our flag. 35 members were present.

SECRETARY REPORT- A motion was made by Dick Stearns to accept the May minutes. Seconded by Stan Herdman. Motion carried.

TREASURER REPORT- Treasurer, Rita Canavan reported on the status of our accounts. Rita reported that the Car Show Trophies have been paid for. A motion to accept the Treasurer Report was made by Dave Dorf. Seconded by Stan Herdman. Motion Carried.

BOARD OF DIRECTORS- Steve Heald, Chairman was not present.

SHOW COMMITTEE- George O'Neil, Chairman reported that a Car Show meeting was held on June 9th. Flyers are available for pick up at the meeting and posters will be available in July. Dick Stearns will be responsible for setting up Car Show signs on the day of the show.

Dave Dorf and Bob Good volunteered to be in charge of placing winning numbers on cars. We will need 5 to 6 people to park cars and Don Combes volunteered to be the leader. Members will need to do more than one job on the day of the Car Show. Please sign up on the job work sheets. Our August monthly meeting will be August 13th, the second Wednesday of the month.

MEMBERSHIP COMMITTEE- Hank Goellner, Chairman advised no report at this time. Rosters were distributed. Hank also confirmed that he received a letter from the AACA regarding free membership for new members. Hank thanked everyone for their cards and well wishes during his recent illness.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED- Our thoughts and best wishes go out to George Grube and Ed Morrow.

Welcome back to Dick Weis!

Barb and Dave Dorf thanked everyone for the donation made in memory of Barb's mother.

BUY SELL OR TRADE- Check Headliner.

OLD BUSINESS- Matt reported that he is

working with Dave Devine on the Web Site. The event calendar is on the Web Site and he is attempting to get the car show flyer on the Web Site.

Bob Good reported that there were over 300 cars at the Waterloo Car Show on Main St. Congratulations to Charlie Bauder, Joe Marino and Richard Dierks who all received awards at the Eastern Spring Meet at Buffalo. Insurance bills have been received and will be taken care of.

A thank you was received from the AACA for our donation to the AACA Museum Tucker Brick Program.

The year end banquet was discussed.

There are 3 options that Rita is looking into, Club 86, Wing Pheasant and Mickey Finns.

Rita will send menu choices via E Mail to the members.

A committee has been formed to help Rita. They are Amy Ressue, Bev Good, Donna Goellner and Dick Stearns. A decision will be made at the next meeting.

NEW BUSINESS-

Happy 50th Wedding Anniversary to Bob and Bev Good.

Discussion of various activities took place and Jean Empson will include a 2014 Calendar of Events in the Headliner.

The July 16th meeting and ice cream social will be held at Jean and Pete Empson's.

On July 12th Dick and Brenda Stearns will be hosting the 2nd annual Porch Party at their home. Starting at 12 noon. Please bring dessert or deviled eggs.

Jean Empson reminded everyone to please try to make the car cruises to the nursing homes.

See event calendar in the Headliner for the dates. REFRESHMENTS FOR NEXT MONTH-

Ice Cream toppings. (Bring lawn chairs)

DOOR PRIZE WINNER- Sally Morrow

50/50 WINNER- Isabel Potter

Meeting was adjourned at 8:31 pm by a motion from Dave Dorf and seconded by Stan Herdman.

Respectfully submitted by:
Leslie Askin, Secretary

Studebaker Wagons

By: Matthew Hocker

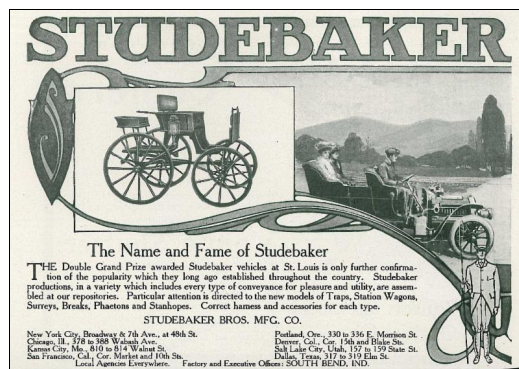
The library is best known for its collection of automotive sales literature, books and periodicals. However, our flat files contain some hidden surprises, including files on more than 60 American wagon and carriage manufacturers. On the surface, it might seem odd to find material on wagons in an automotive research library. However, many such companies attempted to transition into the business of building automobiles in the late 19th and 20th Centuries. Perhaps the most famous of these was that of Studebaker, which operated from 1852 until its demise in 1967.

The origins of Studebaker can be traced back to John Clement Studebaker (1799-1877), a Pennsylvania Dutchman. A blacksmith and wagon-maker by trade, Studebaker set up shop near Gettysburg by 1830. In 1835, Studebaker, his wife, and six children moved to Ashland, OH in hopes of a better life.

Studebaker's sons followed in their father's footsteps. Jacob and Peter helped out with the family business, while Henry and Clement set forth for South Bend, IN in 1850. Together, they founded H. & C. Studebaker, a business devoted to blacksmithing and wagon building.

The wildcard in the family was John Mohler Studebaker who, captivated by the gold rush, journeyed westward to California in 1853. When he finally settled in Hangtown (present-day Placerville), he was just 19 years old and had little more than 50 cents in his pocket. While there, he ran into an entrepreneur by the name of H. J. "Joe" Hinds. Hinds was the proprietor of a business that made tools for miners, and he desired an experienced wagon-maker to help him build wheelbarrows. Upon learning of Studebaker's credentials, he offered him the job.

With gold-fever on the brain, Studebaker initially rejected Hinds' offer. However, a friend convinced him that he was making a big mistake, and Studebaker relented and joined Hind's business. Studebaker would later reflect on his decision, saying that steady work allowed him to accumulate wealth in a way that would have likely been impossible with the day-to-day uncertainties of prospecting. He received \$10.00 a piece for his first wheelbarrows, a princely sum back then. By 1858, he had over \$8,000 to his name.



STUDEBAKER

The Name and Fame of Studebaker

THE Double Grand Prize awarded Studebaker vehicles at St. Louis is only further confirmation of the popularity which they long ago established throughout the country. Studebaker productions, in a variety which includes every type of conveyance for pleasure and utility, are assembled at our repositories. Particular attention is directed to the new models of Traps, Station Wagons, Surreys, Breaks, Phaetons and Stanlignes. *Correct harness and accessories for each type.

STUDEBAKER BROS. MFG. CO.

New York City, Broadway & 7th Ave., at 48th St.
Chicago, Ill., 778 to 1068 Wabash Ave.
Kansas City, Mo., 610 to 614 Walnut St.
San Francisco, Cal., Cor. Market and 10th St.

Portland, Ore., 330 to 336 E. Morrison St.
Denver, Col., Cor. 14th and Blake St.
Salt Lake City, Utah, 137 to 139 State St.
Dallas, Texas, 312 to 318 Elm St.

London, England, 11 to 13 Old Bailey.
Factory and Executive Office: SOUTH BEND, IND.

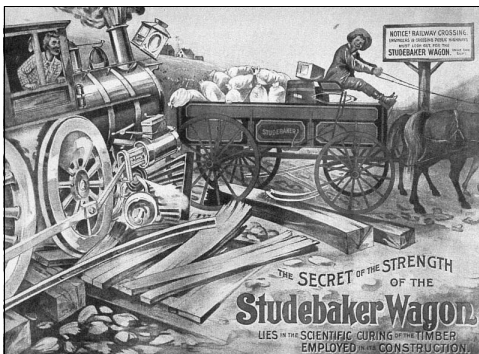
Local Agencies Everywhere.

Meanwhile back in South Bend, brothers Jacob and Peter struggled to keep H. & C. Studebaker afloat. They lacked the funding and resources for large scale production and cranked out no more than a dozen or so wagons per year. After several letters back-and-forth they finally convinced John to join them in 1858, and he invested a substantial amount of his wealth in the company.

John's involvement signaled a turnaround for the company, with Studebaker wagons having earned widespread acclaim for quality and dependability. In the 1860s, the company launched an aggressive advertising campaign. One ad read, "What you seek for is a beast that is sound, strong, handsome and enduring. You don't buy a horse simply because the price is the lowest. But how is it when you buy a wagon or carriage?"

Studebaker received another big break during the American Civil War. In 1862 they signed a contract with the federal government to provide supplies for the Union Army. Studebaker made wagons, artillery caissons, and specialized wagons, including a beer wagon for some of the German-American troops.

Wartime orders provided the company a significant boost and led to an expansion of the factory. While hostilities ended in 1865, the demand for wagons and carriages remained strong and Studebaker prospered. By 1868, assets were more than \$223,000, and the company was generating around \$350,000 in annual sales. That same year, they formed a corporation under the name of Studebaker Brothers Manufacturing Company.



Even with setbacks, such as a destructive fire in 1872, the company remained quite successful. In the late 19th Century, the automobile came into the picture, and Clement Studebaker Jr. (Clement's son) and Frederick S. Fish (John M. Studebaker's son-in-law) were enthralled by the automobile, more so than their elders. In 1897, they reportedly experimented with the concept of making a motor vehicle but this idea didn't get very far.

In 1899, they started building bodies for electric cars before eventually offering their own line of electric passenger and

commercial vehicles in 1902. Thomas Edison reportedly owned one and utilized it for more than 20 years. Production of Studebaker electrics ceased in 1912, with the company having sold over 1,800 since initial production.

From 1904 through 1911, Studebaker also ventured into the coach building business with the Garford Co. of Elyria, OH. Garford supplied the chassis and shipped them to South Bend, IN where Studebaker furnished the bodies. In 1911, Studebaker took over auto company E-M-F and continued manufacturing E-M-F's range of E-M-F and Flanders 20 cars for the 1912 model year. By 1913, E-M-F and Flanders had been phased out in favor of cars bearing the Studebaker name.

While the manufacture of motor vehicles took hold Studebaker continued manufacturing wagons, but not for long. In 1917 John M. Studebaker, the last surviving brother, passed away, and the death of the Studebaker's wagon business wasn't far behind. By 1920, production of horse-drawn vehicles had completely ceased in favor of the car. The end of an era signaled the start of a new one.

Discover More: Interested in learning more about Studebaker wagons, cars and trucks? The library has a file on Studebaker wagons and an extensive collection of Studebaker sales literature from their early electrics of 1902 through their final models for 1966. If you are interested in using these materials for research or have any information, be sure to contact the library or pay us a visit. We'd love to hear from you!

Reprinted from AACA "Speedster".

Collector Car Appreciation Day

Friday, July 11, 2014

A wide range of automotive events are held on the second Friday in July to honor [Collector Car Appreciation Day \(CCAD\)](#).

At the request of the SEMA Action Network (SAN), this "holiday" has been marked each year since 2010 by a U.S.



Senate Resolution recognizing that the "collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States." As this annual event continues to grow worldwide, states, provinces, counties and cities are following suit with their own recognition. The SAN encourages participation throughout the month of July to honor the classics of the past and the future.

Automotive Trivia: What oil company offered the first free road maps, in 1913?

- Standard Oil Company
- Gulf Oil Company
- Shell Oil Company
- BP Oil Company

Answer: Gulf Oil Company

Automotive Trivia: Who introduced laminated safety glass in 1926?

- Ford
- Packard
- Rickenbacker
- Duesenberg

Answer: Rickenbacker

Reprinted from the AACA "Speedster"

The Pledge of Allegiance

Francis Bellamy was born in Rome, New York, May 18, 1855. Francis Bellamy's original Pledge of Allegiance, the recitation of which he intended to take no more than 15 seconds, went like so: I pledge allegiance to my Flag and to the Republic for which it stands, one nation indivisible, with liberty and justice for all.

Here are the transmutations that the Pledge has undergone since its inception in 1892:

1892 "I pledge allegiance to my flag and the republic for which it stands: one nation indivisible with liberty and justice for all."

1892 to 1923 "I pledge allegiance to my flag and to the republic for which it stands: one nation indivisible with liberty and justice for all."

1923 to 1924 "I pledge allegiance to the flag of the United States and to the republic for which it stands: one nation indivisible with liberty and justice for all."

1924 to 1954 "I pledge allegiance to the flag of the United States of America, and to the republic for which it stands; one nation indivisible with liberty and justice for all."

1954 to Present "I pledge allegiance to the flag of the United States of America and to the republic for which it stands: one nation under God, indivisible, with liberty and justice for all."

Happy

July

4th



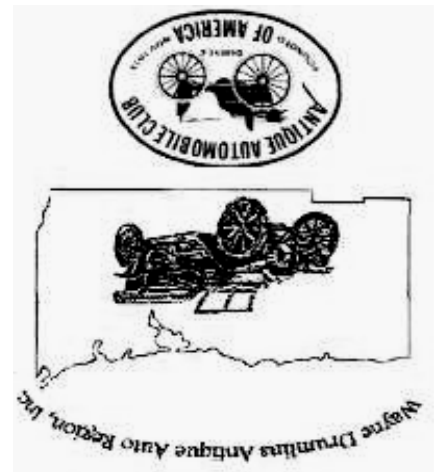


Studebaker

1917 Studebaker logo

Studebaker "turning wheel" badge on cars produced 1912–1934

July 2014



FIRST CLASS MAIL

The Wayne Drumlins Headliner
Jean and Pete Empson
1267 Ridley Road
Phelps, NY 14532