

The Wayne Drumlins Antique Auto Region



Headliner



Volume 40 Issue 2



MARCH 2015

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

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President's Message *March 2015*

Greetings Folks,

I realize the decision to cancel February's meeting was very short notification. The storm blew up very quickly and hadn't really impacted travel until after 5:30. I talked with the Goellner's about 5:45 and they said they couldn't see their back yard. Next I checked a Rochester TV 5:30 news broadcast weather report. The Goellners, Brenda and I all agreed conditions were too hazardous to have our members out on the road. Had the storm developed a bit earlier, the decision could have been made in a more timely manner. I apologize for such a short notice and every effort was made to let all our members know, both by phone and E-mail. The decision was not an easy one due to the timing but I felt it was the right choice for the well being of all our members.

Please accept my apologies for such a short notification and any inconvenience it might have caused.

Just in case no one has noticed, we seem to be stuck in a never ending pattern of rather brutal winter weather. Unless one is fortunate enough to have a heated garage or has gone south for the winter, our love of things automotive is more or less an armchair pursuit at this time of year. So, this might be a time to look around a bit and see what is happening in the world of automobiles, both past and future. The following is a thumbnail sketch of automobile construction techniques and materials. It is not intended to be all inclusive and some of the makes or years could be debated.

That being said, early automobiles were built using either wood or steel chassis and bodies of wood, leather, and even wicker in various combinations. Soon, most bodies were made of wood frames covered with steel or in some cases stainless steel or aluminum, which were mounted on a steel chassis. Even today, British auto maker Morgan offers one model with a steel clad, wood framed body on a steel chassis. (continued on page 3)

2015 UPCOMING EVENTS

March 14	Ladies Luncheon at Schooner's Restaurant Hosted by Annette Rapp	11:30am
March 18	Dinner at the Blue Ribbon Restaurant (Phelps) Hosted by Janet and Bruce Knowlton	5:30pm
March 18	Monthly Meeting at Phelps Community Center	7:30pm
March 21	Maple Syrup Breakfast and Day Bros. Sugar House Tour Hosted by Sue VanCamp *note date change from Sunday to Saturday	8:30am
March 29	Early Ford V-8 Indoor Flea Market	9am-3pm



New York State Maple Syrup Weekend

In celebration of Maple Syrup Weekend, Sue has scheduled us a Breakfast at the Oaks Corners Hitching Shed, next to the Oaks Corner Church for Saturday, March 21 at 8:30am. After breakfast we will take a short ride to the Day Brothers Sugar House for a tour. Dress for the weather. They do offer wagon rides if you wish.

Dinner before March's Meeting

We will meet at the Blue Ribbon Restaurant in Phelps for dinner prior to the March meeting. The restaurant is on the corner of Rte. 96 and Rte. 88. Gather at 5:30 on Wednesday, March 18th to enjoy good food and conversation. The meeting will be at the Phelps Community Center at 7:30. Dinner is being hosted by Janet and Bruce Knowlton.



Happy Birthday to:

Brenda Stearns 3/11
Janet Knowlton 3/16
Allie Weis 3/18
Jean Empson 3/28



Get Well Wishes to:

Verna and Phil Mendola



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

Design and fabrication evolution was rapid during the first quarter of the twentieth century. In 1914, Dodge started building the first all steel bodied cars, still relying on a full steel chassis. Late in 1915 the Ruler Motor Car Co. announced plans to build 3000 Ruler Frameless automobiles. Though only a handful were actually built in 1916, these were the first unibody cars wherein the chassis and body were all one integrated assembly with no separate chassis.

The introduction of plastics into automotive construction is a widely debated time line issue. Celluloid appears to have been used for side curtains on early open cars and Bakelite found wide spread use for early distributor caps. Some people claim these materials are plastics, others have a narrower definition and say no. About the only clear date is DuPont's introduction of nylon in 1939. The year before DuPont introduced nylon, Ford built a prototype fiberglass body. Apparently there was only one made and history offers little information as to its success or disposition. Just over a decade later in 1949 the Glasspar G2 fiberglass sports car body went into production, ready to be mounted on a conventional chassis. The much better known and more successful Corvette came out in 1953 and still enjoys a strong following over 60 years later.

Small changes and developments continued but it wasn't until the 1960s when the next significant change occurred. This is the period when unibody construction became the standard for automobiles. Gone was the familiar steel chassis upon which everything else was attached. During the next quarter century, plus or minus, little changed. Designers had their way and technology started to be integrated into the operating systems but the basic unibody concept remained the same. Then in 1990, Saturn, a new venture tried something different. They used thermoplastics for the vertical body panels, attached to a modified unibody frame. This experiment wasn't entirely successful and after a few years, Saturn went back to the tried and true unibody.

So here we are today driving around in vehicles which rely on half century old fabrication technology. To quote a favorite TV phrase, "but wait, there's more". In 2013, a totally new concept appeared. Using modern computers and evolving 3D printer technology, Local Motors has produced a revolutionary new printed car. This is not a golf cart but a full-fledged automobile which is targeted to be street legal this year. Their first model, the Strati, is a compact two-seater electric consisting of a total of 49 parts, including its 3D printed body (the largest part), plus more traditional components like the motor, wheels, seats and windshield. This compares to the 5000 to 6000 parts in a contemporary car. Printing takes about 44 hours using carbon fiber reinforced ABS plastic but their target is in the 20 hour range. There are no big factories or long assembly lines. Think of it, some day in the next few years, you may be able to go to your local show room and select a fully custom car of your own styling, with however many seats needed for the family, watch it being printed, and drive it home in only a day or two.

It will be interesting to see what happens.

Thanks to the Rapp family for hosting our annual Elks Club breakfast. I look forward to seeing everyone in March.

Dick Stearns



Breakfast at the Elk's Club on Sunday, February 22, hosted by Annette and Carl.

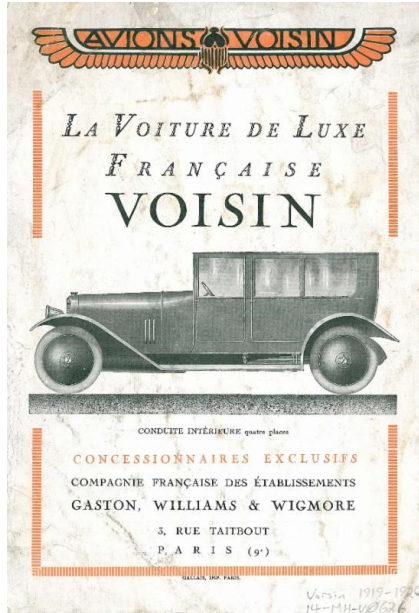
Voisin

By: Matthew Hocker

Here at the library, we always look forward to sorting through and cataloging donated material. For one, donations from folks like you is what helps make our collection so diverse and rich. This process also allows us to learn a lot about a wide range of cars, some of which we may have never heard of before. Such was the case when I came across sixteen pieces of pre-war Voisin sales literature. Having never laid eyes on cars from this French manufacturer, I was inspired to dig through our collection and share with you its history.

Long before there was a Voisin car, brothers Gabriel and Charles Voisin (born in 1880 & 1882, respectively) had a reputation for being tinkerers. One of their earliest projects was a small boat they converted into a steamer. They built their first car in 1899, but their first major success was in the realm of aviation. In 1907, they constructed a plane which flew a distance of 80 yards. Unlike the Wright Flyer that flew before it, the Voisin brothers' aircraft took off under its own power. Thus, Gabriel Voisin argued until his death that they had created the first true airplane.

Seven short years later, Europe found itself in the grip of the First World War. The conflict ushered in the modern age of warfare, including the birth of aerial combat. When the French government sought to build its fleet, they not only looked to Voisin for help, they also contracted other manufacturers to build Voisin's designs. By the war's end, the Voisin factory had churned out more than 10,700 biplanes,



making Gabriel Voisin a very rich man. Sadly, his brother Charles would never know of this success, as he was tragically killed in a car accident in 1912.

When the war ended, the demand for airplanes wound down. In an effort to remain a profitable enterprise, Voisin would branch out into other industries. He experimented with making pre-fabricated homes and motors for bicycles, but automobile production would soon supersede both. The first such Voisin car was the C1, which debuted in 1919. It was powered by a 75 hp, 4 cylinder inline sleeve valve engine based on the mechanics of the Knight engine. While sleeve valve engines were more expensive to manufacture, Voisin continued using them in his cars while in control of the company.

The C1 sold relatively well during its production run from 1919 through 1921. In the mid-twenties coachbuilders began using dihedral angles in Voisin body designs, creating an appearance that set them apart from the competition. They were a favorite of the rich and famous. Science fiction author H.G. Wells owned a Voisin, and silent film star Rudolph "The Sheik" Valentino owned three.

Despite the car's notoriety, Voisin appeared to have a love-hate relationship with his craft. He disliked flashy advertising and was particularly critical of the motoring public at large, feeling people were more interested in appearance over functionality and efficiency. He even went so far as to express his opinions in the very sales literature that advertised his vehicles. In the preface to one of his 1925 catalogs, Voisin lamented:

When a customer, in the year 1924, indulges in the purchase of a motor-car, he is chiefly concerned with what he calls "the aesthetics" of his car. These "aesthetics" are accompanied, more often than not, by fundamental mechanical errors, and we have rarely succeeded, even in the case of personal friends, in getting ideas accepted which seem to us obvious for the future.

The irony of Voisin's statement was that the very catalog it was in also drew upon the type of gimmicky advertising he despised. The cover and 4 plates inside featured 3D images of Voisin cars, which were viewable with red and blue lensed glasses.

When the Great Depression reared its ugly head in 1929 the demand for luxury cars quickly diminished, and Voisin was hit especially hard. By 1931, Gabriel Voisin had lost most of the fortune he had worked so hard to earn, and his business was taken over. While he regained control in 1934 it was short-lived, as he lost it again in 1937 to a financial consortium. The final car to bear Voisin's name was the Spanish-built Biscuter microcar of the 1950s and 1960s; it was an unusual end for an unusual company.

Reprinted from the "Speedster"



AACA is thrilled to announce a brand new benefit for members. As of today, all AACA members now receive **40%** off anything on motorbooks.com (except limited editions).

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Now, enjoy your new books!



From the Kitchen of Brenda

Peanut Butter, Oatmeal & Chocolate Chunk Cookies

Prep: 15 min. Total: 27 min. 60 servings

2 cups flour
2 cups old-fashioned or quick-cooking oats
1 tsp. baking powder
1 tsp. baking soda
½ tsp. salt
1 cup butter, softened
1 cup granulated sugar
1 cup packed brown sugar
1 cup creamy peanut butter
2 eggs
3 tsp. vanilla
1 package 11.5 oz. Nestlé Semi Sweet Chocolate Chunks

Heat oven to 375° F.

Mix first 5 ingredients until blended. Beat butter, sugars, and peanut butter in large bowl with mixer until light and fluffy. Add eggs and vanilla; mix well. Gradually add flour mixture, mixing well after each addition. Stir in chocolate.

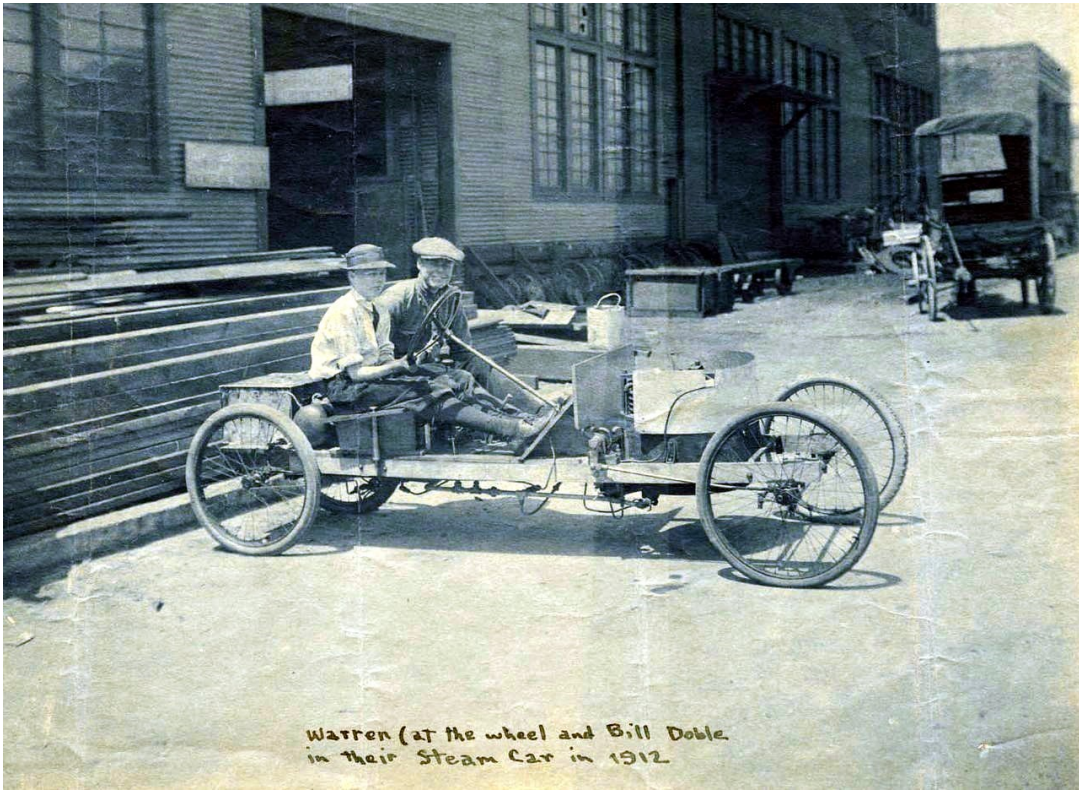
Drop heaping tablespoon of dough, 2 inches apart, onto baking sheets.

New York Reintroduces Bill to Provide for One-Time Historic Vehicle Registration Fee

By SEMA Washington, D.C., Staff

Legislation has been reintroduced in the New York Assembly to provide that historical vehicle owners only pay a one-time registration fee of \$100 upon initial registration. The bill has been referred to the New York Assembly Transportation Committee for consideration. The \$100 one-time fee would replace the current annual fee of \$28.75.

Contact your Assembly member.



March 2015



FIRST CLASS MAIL

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