

The Wayne Drumlins Antique Auto Region

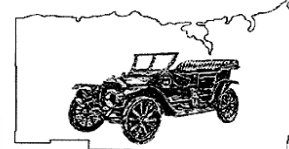


Headliner

Wayne Drumlins Antique Auto Region, Inc

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President's Message August 2012

OK, did somebody move us overnight and forget to mention it? What a summer! Hot, humid – maybe a little too hot and humid – more Florida-like than upstate New York. But certainly great car weather. Hopefully you've had a chance to take advantage of it and cruise the area a bit. We've had a couple of good nursing home visits with great turnout and that was a good crowd at Rapp's for the July meeting (yeah, maybe it was the ice cream). Don't forget the Ontario County Health Facility picnic on Friday, August 10th. A show of hands at the July meeting indicated we could have 10 or 12 cars, so let's have a good club showing.

It's important to the club's continued viability that our monthly meetings be well-attended and that club activities have good participation. It's enjoyable to visit with old and new friends and be seen as a group in the community. And communication is the glue that holds us together. The Headliner is critical as the principal vehicle for keeping us current on the club. I'd like to start getting some e-mails out between meetings to further distribute information, coordinated with a smaller version of our telephone tree to contact folks not using e-mail.

And it's August, which means the annual Car Show (the 35th year!), on Sunday, August 19th. Setup, as usual, will be Saturday the 18th, with our picnic at noon. It will be the main topic of conversation at the monthly meeting on Wednesday, August 15th, so try to attend if you can.

Happy motoring!

Matt

2012 CLUB CALENDAR

August 5 Phelps Sauerkraut Festival Car Show
 August 10 Ontario Health Facility Resident Picnic 11am-2pm

August 15	Meeting at Phelps Community Center	7:30pm
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August 18 Marty's Memorial Scholarship Cruise 11am-3pm

August 18	Car Show Set up at Marion Town Park	8am
August 19	Car Show	

September 2	Valentown Museum (leaving Carl and Annette's house at 12:45—tour then dinner)	1:30pm
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September 14,15,16 Bennington Car Show

September 19	Meeting at Phelps Community Center	7:30pm
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Our sympathies to Norma Herendeen on the passing of her mother

Get Well Wishes

Janet and Bruce Knowlton

Ron VanCamp

Verna and Phil Mendola

Ed Morrow



Happy Birthday to:

Sue VanCamp 8/6
 Bob Good 8/16
 Marion O'Neil 8/16
 Marty Reilly 8/25
 Sally Morrow 8/29
 Ed Morrow 8/31

Buy, Sell or Trade:

Wanted to Buy:

1951-54 Packard 15" Hubcaps

1951-54 Packard Right side Outside Mirror

5" Flexible ducting for fresh air intake, Need approx. 4 ft.

Contact: Hank Goellner (home) 315-331-6046 or
 (cell) 585-749-0444



FREE:

Old metal coffee cans (great for washing parts) and old copies of AACA magazines.

Contact: George O'Neil



Happy Anniversary to:

Bea & Jim Duffy 8/7
 Willy & Phil Dean 8/22

JULY 2012 MINUTES

The July 18th, 2012 meeting held at Carl and Annette Rapp's home was opened at 7:40pm 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 Rusty Smith to accept the June minutes as published in the Headliner. Seconded by Marion O'Neil. Motion Carried.

TREASURER REPORT- Treasurer, Rita Canavan reported on the status of our accounts. A motion to accept the Treasurer's report was made by Loren Gifford and seconded by John Abeel. Motion carried.

BOARD OF DIRECTORS- Steve Heald Chairman not present. No report.

SHOW COMMITTEE- George O'Neil reported that there is 4 weeks to the car show. George hopes everyone will be at the next meeting since there will not be a car show meeting prior to the show. Sign up sheets were passed around for job assignments and door prizes are needed. The field layout was discussed and more review should be done as some participants do not like driving on the dirt ball field. George will give an overview of the method for recording and counting votes on the computer. Car show set up picnic will be held at noon on Saturday 8-18-12. Please advise Rita Canavan what cash is needed for change. New Flea Market items are needed.

MEMBERSHIP COMMITTEE- Janet Knowlton, Chairperson was absent. Janet is having medical issues and a new Membership Chairperson is needed. Rusty Smith volunteered to temporarily help out at the car show.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED-

Our thoughts go out to Janet Knowlton, Verna and Phil Mendola.

BUY SELL OR TRADE- George O'Neil has old issues of the AACA magazine if any one is interested. Also George has old metal coffee cans. All for free.

OLD BUSINESS- The club visited the Clifton Springs Nursing Home and the Terrace at Newark. Three antique vehicles from GVAC also attended the Clifton Springs Nursing Home.

Due to a conflict the Year End Banquet will be rescheduled from December 2nd to Sunday November 25th at Canandaigua's Inn on the Lake, from 12pm to 3pm.

Rusty Smith will contact Preston Pierce of the Historical Society as a key note speaker.

Web Site- Matt Canavan reported that progress on the web site continues. The 2012 Car Show Flyer has been added and the activity calendar has been updated

NEW BUSINESS-

Matt reported the Ontario County Health Facility is having a resident picnic on Friday August 10th from 11am to 2pm. GVAC (Pat Thorpe) notified Matt to determine if we would be interested in attending. A show of hands indicated that at least 12 cars would be available to attend.

Annette and Carl Rapp's suggested a trip to Valentown Museum in Victor on Sunday September 2nd at 1:30. There is a small fee. Also plans for dinner following will be finalized. Annette will need a head count at the next meeting.

Ron Van Camp mentioned to Matt that he was very impressed with the Great Race and with Howard Sharp. He thought Howard Sharp would be a good speaker for the club. Matt will contact Ron to determine if Howard is available.

Special thank you to Carl and Annette for hosting the ice cream social and July meeting.

REFRESHMENTS FOR NEXT MONTH-

Bring ice cream topping.

DOOR PRIZE WINNER- Jean Empson

50/50 WINNER- None

Meeting was adjourned at 8:20 pm by a motion from Rusty Smith and seconded by Dave Dorf.

Respectfully submitted by:
Leslie Askin Secretary



Photos of Anna Salisbury and her 1923 Essex in downtown Phelps in the early 1960's.

The Essex was a brand of automobile produced by the Essex Motor Company from 1918–1922 and Hudson Motor Company of Detroit, Michigan between 1922 and 1932.

During its production run, the Essex was considered a small car and affordably priced. The Essex is generally credited with starting the trends away from open touring cars toward enclosed passenger compartments as the rule, not the exception.

Originally, the Essex was to be a product of the "Essex Motor Company," which actually was a wholly owned entity of Hudson's. Essex Motors went so far as to lease the Studebaker auto factory in Detroit for production of the car. By 1922 the Essex Motor Company was dissolved and the Essex officially became what it was all along, a product of Hudson.

Essex cars were designed to be moderately priced cars which would be affordable to the average family. Proving durable, their capabilities were checked upon and confirmed by AAA and the United States Postal Service. In 1919 an Essex completed a 50-hour, 3,037.4 miles endurance test in Cincinnati, Ohio, at an average speed of 60.75 miles per hour. The early Essex cars also captured many hill climb records. In a special Essex race car, Glen Shultz won the 1923 Pikes Peak Hill Climb. It had a 108.5-inch wheelbase.

Initially Essex marketed a line of touring cars (open four-door cars with canvas tops), which was the most popular body style of cars in production at the time. While Essex added an enclosed sedan in 1920, it was

the introduction of the 1922 closed coach, priced at \$1,495, \$300 above that of the touring car. By 1925 the coach was priced below that of the touring car. While Henry Ford is credited with inventing the affordable car, it was Essex that made the enclosed car affordable.

In 1928, the big news was the use of four-wheel mechanical brakes.

1926 Specs

Wheelbase = 110.5 in (2,807 mm)

Length = 14 ft 6 in (4,420 mm)

Turning Radius = 23 ft (7.0 m)

Road Clearance = 8.75 in (222 mm)

Brakes = 14 in (356 mm) drums

By 1929, the Essex was third in U.S. sales, behind Ford and Chevrolet. Essex sales remained strong into 1931 before sales began to trend downward. For 1932 a redesigned Essex debuted and was named the Essex-Terraplane, a play on the word aero plane. By 1933 the Essex was no more and the car carried on as the Terraplane.

The instrument panel of the 1932 Essex featured the first use of "warning lights" instead of gauges.

-pictures provided by Loren/ details by Wikipedia

“100 Years Of Chevrolet” Exhibit

Now – October 14, 2012 at the AACA Museum

Sponsored by [Klick-Lewis](#) and Hank Hallowell

“See the USA in your Chevrolet” is the song by Dinah Shore that many of us associate with the iconic Chevrolet brand. We’re going to bring back the memories with our 100 Years of Chevrolet Exhibit opening June 15th. More than 30 great cars, automobilia and fine art will tell the Chevrolet story from the past 100 years. Pinky Randall, Mr. Chevrolet in the Collector Car Hobby, will be the Honorary Curator.



A full list of exhibit vehicles is listed below, but here are a few of the cars to be included in the Exhibit include: 1912 Little . . . owned by Robert Little, 1915 Royal Mail Roadster, 1918 V-8 Touring, 1935 The First Suburban,



1954 Corvette, 1961 Impala SS, 1963 Impala SS (50 millionth Chevrolet), 1970 Chevelle LS-6, the Earnhardt Corvette, Reeses’ Nascar, and the Monza GT Concept Car from the General Motors Heritage Collection.

The oldest vehicle in the exhibit will be a 1912 Little Roadster. The Little Car Company was founded on October 30, 1911, by William C. Durant and William H. Little. The Museum will have a 1912 Little Roadster; despite the brand name of “Little” the Little cars were of an average size of the early 1900’s. The 1912 Roadster has a wheelbase of 90 inches, 4-cylinder, and 20 hp engine. By 1913 the Little Car Company sold around 3,500, cars and the company was combined with Chevrolet. Even though Little Car Company combined with Chevrolet, Chevrolet kept many of Little’s ideals; one being an affordable car.



photo credit: Nick Toth

By 1935, there was an overwhelming public demand for a heavy-duty truck based vehicle. There were more and more people moving to the suburbs, and the public needed a larger vehicle to carry around more stuff. Chevrolet answered this question with the Suburban. The Museum will have the very first Suburban ever produced, a prototype. The 1935 Suburban could seat a maximum of 8 passengers, and had a 75 x 77 inch cargo space, plus removable seats. Radio, heater, clock and rear bumpers were considered extras. The Suburban was the heaviest Chevrolet weighing 3,255 pounds, and the most expensive, \$670, of the entire Chevrolet line.

June 10, 1963 was a big day for Chevrolet; their 50 Millionth Car was built, an Impala SS, which will also be on display at the Museum. This Impala was built at the Tarrytown, New York plant, and was first driven by New York Governor Nelson Rockefeller. The 1963 Impala had crisp lines with pointed front and rear fenders, rear taillight panel made out of aluminum surround by chrome, it was easily the most popular body style of the Impala ever.



Other special cars in this exhibit include the Earnhardt Corvette (c-5) Race Car that will be on display was the last racer that Dale Earnhardt, Sr. finished a race in before his death in the 2001 Daytona 500. The Monza GT Concept Car was introduced at the New York Auto Show in 1963 and holds a special place in overall concept car history.

IN DAYS PAST:

In 1923, Firestone Company puts their inflatable tires into production

In 1930, The 1st diesel engine automobile trip (in a Packard sedan) completed

In 1955, 1st automobile seat belt legislation enacted in Illinois

In 1964, the Ford Mustang formally introduced as the 1964 1/2 Ford (\$2368 base)

—provided by Jim Duffy



I would like to take this opportunity to thank those who came to The Terrace at Newark on July 11th. Things did not go as I had planned, but turned out well. As many of you know, my mother is living at The Terrace and the reason for our visit this year. When I arrived home that Wednesday, a phone call informed me that my mother had fallen and was on the way to the hospital. Pete and I went to the hospital and on the way I phoned Rita and Matt to ask that they take charge of the evening. Thank you, Matt and Rita. As it was, Mom was released and we made it back to The Terrace to enjoy the cars, company and ice cream. I heard many comments of how much it was appreciated by the residents and staff. The activities coordinator at the Terrace told me that one gentleman never participates in events, but was one of the first ones out there after dinner. You never know what will touch someone for a moment of remembrance or joy.

Jean



Pictures from Clifton Springs Nursing Home –June 27



Ice Cream Run at Annette’s & Carl’s—July 18



Unexpected visit from the Thorpes. Thanks.



Our annual ice cream run at Annette and Carl’s found us enjoying beautiful weather and lots of ice cream. Our meeting focused on our upcoming show. We need all of our members to help when and however they can. Even if you can only give a few hours or need to have a sit-down job, you can help, just ask. Several members are going to be away this year and others need to work different positions for health reasons. As we have said many times, many hands make light work. See you all on Saturday, August 18th for set up and picnic. We also find ourselves wishing good health to Janet and Bruce, Phil and Verna, Ron and Ed.

Jean



August 2012



The Wayne Drumlins Headliner
Jean and Pete Empson
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FIRST CLASS MAIL