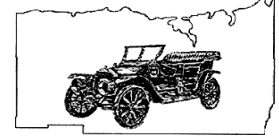


# The Wayne Drumlins Antique Auto Region



## Headlines

Wayne Drumlins Antique Auto Region, Inc.



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### PRESIDENT

**Matt Canavan**

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

### VICE-PRESIDENT

**Rusty Smith**

588 Embury Rd.  
Rochester, NY 14625  
585-787-9749  
rusty21@frontiernet.net

### 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**

**George O'Neil**

**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

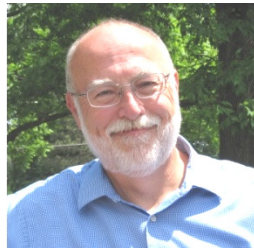
**Jean & Peter Empson**

1267 Ridley Rd.

Phelps, NY 14532

315-548-3168

jempson@fltg.net



## President's Message December 2013

It's windy out, and cold. Fall is calling it quits and Winter is anxious to get things underway. It's nearly the Christmas holidays, the end of the calendar, the time when we audit our personal ledgers and see what we've gained and lost. Babies have arrived among family and friends, offsetting the departure of those whose lives have been full and naturally concluded. Still outstanding are those who left this earth unexpectedly, and we mourn them while trying to make sense of their being gone. Prayer helps, as does remembering that the true Christmas is the birth of our Lord. These are heavy thoughts! But it's important to put things in perspective, certainly at this time of year.

Quality of life is important, and our enjoyment of all things automobile/truck/motorcycle/etc has provided genuine personal satisfaction and precious time with family and friends. These are big factors to consider when reviewing that personal ledger! The vehicles themselves are certainly not the most critical aspects of our lives, but they are quite valuable as a measure of our appreciation of those people, places and things that surround us during our lives.

Remember, December means our year-end banquet, this year at Club 86 in Geneva, 4:00pm on Sunday, December 8th. Hopefully you have your tickets, but if not, call or e-mail Rita, and do it soon - no later than the 2nd!

Matt

### Christmas Family

Jaelyn (girl) - age 7

Size 8 or Med 7-8, Footwear size 1-2  
She enjoys drawing, gymnastics and loves clothes. Girly artsy stuff also.

Jordyn (boy) - age 5

Size 6 or Small 5-6, Footwear size 12  
He could use sweatshirts, pants, socks, boots and enjoys basketball. Loves bey blades (toy), anything cars or wrestling.

Aria & Amariha (twin girls) age 6 months

Size 6-9 months and toys for 6-12 months



### Year End Banquet

The Year-end banquet will be Sunday, December 8th at Club 86 on 86 Avenue E in Geneva. We will gather at 4pm for a social hour and have a buffet dinner served between 5 and 5:30. We will have a speaker from the Wayne County Historical Society arranged by Stan Herdman. We will finish the evening with club presentations.

The cost is \$22 per person. If you have not made your reservation, contact Rita at 585-329-9776 before December 2nd.

Please consider making nominations for the Wayne Brownell and Stu Adair Awards. Contact Steve Heald with your thoughts.



### Your 2014 Membership Dues

Your Wayne Drumlins 2014 membership dues are \$10.00. You can mail a check payable to Wayne Drumlins Antique Auto Club Region, Inc to the following address:

Hank Goellner  
88 Granger St.  
Port Gibson, NY 14537

Remember you must have renewed your AACA dues for 2014.



### Happy Birthday to:

Bev Good 12/1  
Sue Bernardo 12/16  
Don Combes 12/30

Isabel Potter 1/3  
Betty Reilly 1/12  
Dave Lentz 1/12  
Jim Berry 1/13  
Jim Duffy 1/16  
Donna Goellner 1/22



### Happy Anniversary to:

Anne & Carl Rapp 12/13  
Nancy & Charlie Bauder 1/11

## **NOVEMBER 2013 MINUTES**

The November 13th, 2013 meeting held at the Marion Masonic Hall was opened at 6:55pm by our President Matt Canavan and began with the Pledge of Allegiance to our flag. 41 members were present. A big thank you to Amy Ressue for hosting the delicious ham dinner.

**SECRETARY REPORT-** A motion was made by Stan Herdman to accept the October minutes as published in the Headliner. Seconded by Rusty Smith. Motion Carried.

**TREASURER REPORT-** Treasurer, Rita Canavan reported on the status of our accounts. Rita was accepting banquet money and membership dues. A reminder that members must join the AACA before joining the car club. A motion to accept the Treasurer's report was made by Rusty Smith and seconded by Dave Dorf. Motion carried.

**BOARD OF DIRECTORS-** Steve Heald, Chairman advised that there was no report at this time. Steve Heald also thanked the Officers and Board of Directors for their service to the club.

**SHOW COMMITTEE-** George O'Neil, Chairman not present. Dave Dorf advised that concrete dugouts were added to the ball field at the Marion Town Park and that he sent pictures to George.

Also shingles will have to be replaced on the shed at the park in the spring.

**MEMBERSHIP COMMITTEE-** Hank Goellner not present.

**CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED-** Our thoughts go out to Jim and Bea Duffy.

**BUY SELL OR TRADE-** None

**OLD BUSINESS-** Norma Herendeen, Stan Herdman and Dick Weis are 50 year members of the AACA. Matt will contact the AACA for certification and they will research their records. Matt will also check on the status of Jim Berry, Jim Duffy and Amy Ressue.

Matt advised Web site is being kept current. Jean Empson gave members information about the Christmas family. Gifts are to be wrapped and marked accordingly and brought

to the year end banquet.

**NEW BUSINESS-** Bruce Knowlton will contact the Phelps Community Center regarding continued use of the facilities for 2014. Money for the year end banquet must be paid to Rita Canavan prior to December 8<sup>th</sup>. Rita must have a headcount for the banquet so please advise her as soon as possible. Please E-Mail Matt Canavan with recommendations for the Wayne Brownell Award and the Stu Adair Award.

**REFRESHMENTS FOR NEXT MONTH-** None

**DOOR PRIZE WINNER-** None

**50/50 WINNER-** None  
Meeting was adjourned at 7:20 pm by a motion from Stan Herdman and seconded by Dick Stearns.

Election of officers for 2014 was held immediately after the meeting. The Board of Directors chairman Steve Heald presented the slate of officers and 2 candidates for the Board of Directors (2-2 year terms).

The Secretary cast one ballot for the following slate of officers.

President----Matt Canavan (Motion C. Bauder. Seconded by J. Marino) Motion Carried.

Vice President----Dick Stearns (Motion R. Smith. Seconded by P. Heald). Motion Carried.

Secretary----Leslie Askin (Motion P. Heald. Seconded by D. Dorf). Motion Carried.

Treasurer----Rita Canavan (Motion D. Stearns. Seconded by P. Empson). Motion Carried.

The nominating committee presented 2 candidates for the Board of Director Seats.

Norma Herendeen ( 1<sup>st</sup> 2 year term)

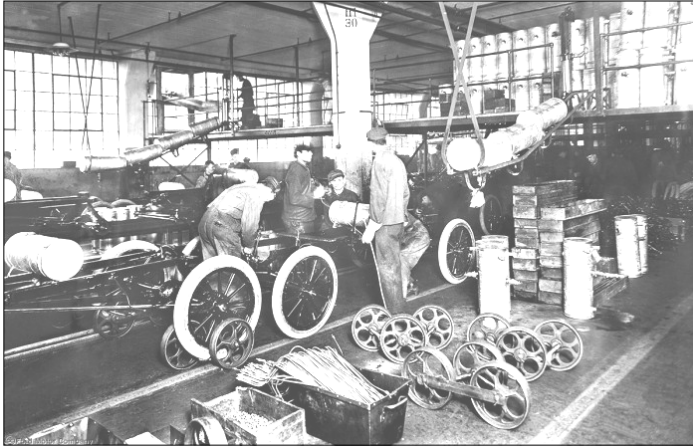
Pete Empson (1<sup>st</sup> 2 year term)

A motion was made by Rita Canavan and seconded by Pam Heald to have the secretary cast one ballot for the 2 directors. Motion Carried.

Meeting was adjourned at 7:29 by a motion from Stan Herdman and seconded by Pam Heald. Motion carried.

Respectfully submitted by:  
Leslie Askin Secretary

## Henry Ford's Moving Automotive Assembly Line Turns 100

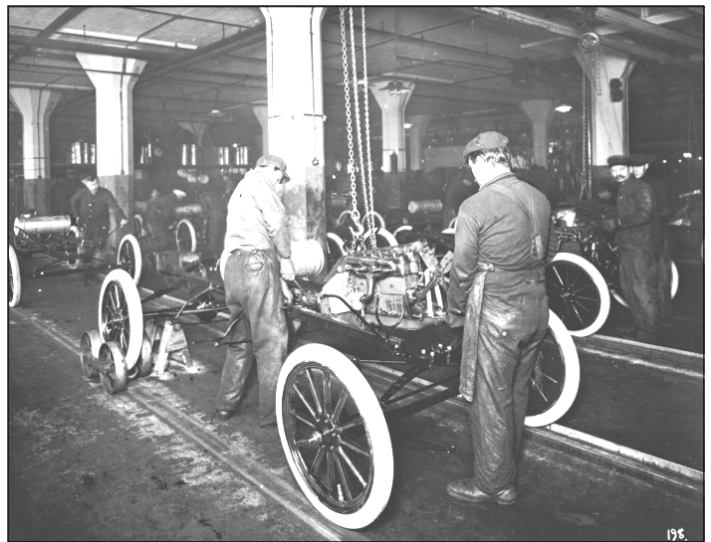


The Highland Park assembly line, 1913. All images courtesy Ford Motor Company

When Ford's Highland Park, Michigan, assembly plant opened in 1910, it was a wonder of the industrial age. Initially covering some 60 acres, the plant gave Ford the room it needed to increase production of the Model T, and in time the Highland Park complex would contain everything from a foundry to administrative offices. On October 7, 1913, Highland Park achieved one additional milestone, when Ford installed the plant's moving automotive assembly line. Assembly lines and even moving assembly lines were not developed by Henry Ford or his staff. The first automotive assembly line is credited to Ransom E. Olds, who, according to Helen Jones Earley and James R. Walkinshaw in their book *Setting the Pace: Oldsmobile's First 100 Years*, implemented a system of wheeled carts, fixed stations and repetitive operations to construct the Curved Dash Oldsmobile as early as 1901. In addition, moving "deassembly lines" had been used in the meat packing industry for years, as far back as the 1860s. By moving pig carcasses via a pulley system past waiting butchers, each tasked with processing a specific part of the animal, the time between slaughter and packaging was greatly reduced. Such efficiency did not go unnoticed by other industries, and in April of 1913 a Ford production engineer set up a new type of assembly process for flywheel magnetos, applying the conveyor-style

moving assembly line to automotive production.

As a baseline, the conventional process took a single employee 20 minutes to assemble a complete flywheel magneto. The revised process broke assembly into 29 steps, each tasked to a different line worker, who would push the subassembly to the next worker upon completion of his step. Initially, this new procedure cut assembly time to 13 minutes, but fine-tuning soon reduced this even further, to five minutes. Seeing the potential of this process, Ford soon rolled it out to other component areas as well. On October 7, 1913, production supervisors Peter Martin and Charles Sorensen built a crude final assembly line in the Highland Park plant. Using a rope and a windlass, it pulled a Model T chassis down a 150-foot line, staffed by 140 workers. Grabbing parts from nearby bins, the workers demonstrated the efficiency of the moving assembly line manufacturing process, and the production time per car soon fell from 12 hours and 30 minutes to five hours and 50 minutes. The line was improved with the addition of a powered "endless belt" conveyor system, and made wide enough so that workers on both sides of the car could be accommodated. As Ford's experience with the moving assembly line grew, it was able to shave even more time off the build process, and by 1914 was turning out a Model T in just 93 minutes.



Mounting engines, 1913.

As production efficiency increased, Ford lowered prices accordingly. In 1910, the cheapest Model T was the Runabout, which sold for \$900, roughly the annual salary of a school teacher. By 1915, a Model T Runabout could be purchased for just \$390, representing a 57 percent reduction in price, and the public responded accordingly. By making the automobile accessible to the common man, Ford helped to create a society that revolves around the automobile instead of mass transit, and one that (for many years, anyway) favored suburban living over dwelling in the city core. On the surface, October 7, 1913, is the birthday of the moving automotive assembly line, but in many ways it's also the birthday of the automotive-themed culture that shaped the American landscape in the 20th century.

-reprinted from Hemmings.com and the Wayne-Pike Update newsletter

## Action against Ethanol

By Herb Oaks  
VP Legislation



Since my last article on "Action against Ethanol", a lot has happened. I think we have gotten some attention with our opposition. AACA joined with SEMA and the AMA to oppose Ethanol in fuel. The Hemmings News article with pictures of the three organizations meeting at the Capital in Washington, DC in June was a powerful article. It received 76 comments, all favorable, in our fight against Ethanol in fuel. The impression is that AACA is taking a leadership role on the issue and I hope that it will continue to encourage our members to act. You can view the Washington rally on the AACA forum. It's worth taking a look at.

I have done some research on how this all came about. Former Vice President Gore and many oil-industry supporters were dubious about the feasibility of using Ethanol in gasoline blends, as mandated in the U.S. Renewable Fuel Standard. This regulation was intended to reduce de-

pendence on foreign oil, make emissions cleaner and decrease gasoline prices. Causes we can all agree upon.

The Ethanol mandate has failed on most fronts we believe. For instance, for many months unleaded gasoline has remained over \$3.00 per gallon. According to the American Automobile Association, this is the first time in US history that this has happened.

Nationwide Ethanol had the unattended consequence of driving up food prices. The Ethanol mandate eats up about 40% of US corn and 15% of global corn supply. This naturally drives up food and feed costs.

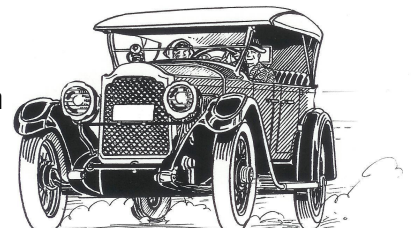
The automotive industry has made great strides recently in improving fuel efficiency and the Nation needs affordable oil and gasoline to fuel its needs and economy. Ethanol is not providing the answer we need. It's time to throw in the towel and get the corn out of gasoline.

You are seeing more and more gas stations with banners advertising "We sell real gas – Ethanol free". I saw this in Chattanooga while on the Glidden Tour and it was quite a sight to see a long line of antique automobiles waiting their turn to fill up. Right here in my home town, Jacksonville, NC, we have added 5 more stations that now have a pump with Ethanol free gasoline. Yes, the fact is Ethanol free gasoline costs more. But as an old advertising slogan stated – "Pay me now or pay me later". Many antique automobile owners and all of us who have lawnmowers, boat motors, etc. have paid later. As a chemical, Ethanol increases water formations which can then corrode metals. Ethanol can also dissolve plastic and rubber. Both types of reactions damage our engines and fuel systems, and intensify over a period of time when the vehicle is not used.

If everyone who is an AACA member would write their public officials in Washington, we can make a difference.

Remember, if you do not "get in the game" then you can -not complain!

Reach out to your congressmen on all issues that affect our hobby-it is important!



# Hidden for 70 years: The 1940 Barn Dodge!

You have heard stories of barn finds before. Some sound incredible, some unbelievable. But here is one that might top 'em all. It is the true story of one 1940



Dodge Deluxe Sedan . Back in 1940, life in the Country was running at a different pace. You could leave your house unlocked, and, of course, your car. *Television* and *graffiti* were words without meaning. Pearl Harbor was an event of the future. It would take two more years until the United States would enter World War II . Life was hard but good...

At about this time VIN \*30231403\* was built by proud American workers in Detroit , Michigan , one of 84,976 Dodge D-14 DeLuxe four-door sedans manufactured in 1940.

A veterinarian from Horseshoe Bend, Idaho, purchased the blue Dodge new at the local Dodge dealer in Boise . He used it to respond to calls all through the war years; his 1944 permit is still affixed to the windshield.

Being a very valuable asset during war times, the car was always parked in a dedicated spot in the barn when not in use. In 1948, the good Doctor passed away. The car was put on blocks and covered with bed sheets. No, it was not going to be for sale. Who would have guessed at that time that the Dodge would be asleep for more than 50 years?

Children became adults, parents, then grandparents. The old Dodge was still slumbering in the barn. In the late 1980's an attempt was made to awaken and sell the car. Finally, early in 2003, the time had come. The bed sheets were taken off, the car was lifted from the blocks, and the tires were filled up with air. A new owner was found. He took the Dodge to Southern California . 71 years old and with only 42,342 original miles showing on its odometer,

this Dodge personifies the term "reference car." More importantly, it represents a rare opportunity to experience how it felt driving a new car in the 1940's. Time to start our little journey around this amazing Dodge.



The body, amazingly, is straight and absolutely rust free, thanks to being stored in a dry, well



ventilated barn, away from the elements. The blue lacquer paint is original, factory applied. Sure, it's worn thin on the tops of the fenders. Shows a myriad of nicks, imperfections, and touch ups from the past. There are a few small dings here and there, but not an ounce of body filler nor a single rust bubble. It's all heavy metal!

Repainting this car -- ever -- would be an unforgivable sin. Its patina is irreplaceable and gives the Dodge its inherent value. Another Dodge *industry first* for 1940: safety rims.

The wheels still feature their factory triple pin-striping, the heavily chromed hubcaps are beautifully preserved. Even the painted red detailing is still intact. Bias ply tires of the dimension 6.00x16 look original as well. I don't think they make " Pennsylvania Rx Supertest Cord S -3" rubber anymore. chromed horn ring, and a host of other innovations.





Open the doors and be invited into a cabin that's 100% factory original. Unmolested, unmodified, un-restored. It has the special 1940's aroma and charm that cannot be duplicated. It should never be restored, instead be enjoyed just the way it is. The dashboard is a masterpiece of Art Deco design. Fabulously painted metal creates the

ambiance of lightly stained wood. Nickel plated accents duplicate the look of then-popular costume jewelry.



Every single part seems infused with the designer's idea to create a harmonious environment; details such as the retracting ash receiver lid are simultaneously good-looking and functional. There's simply no comparison to present-day throwaway products, sprouting black plastic appendages everywhere. Nevertheless, the Dodge was built with entirely modern creature comforts. It features dual electric windshield wipers, sealed beam lamps, floating power, hydraulic brakes, telescopic shock absorbers, a column-shifted, synchronized transmission, tinted glass, a chromed horn ring, and a host of other innovations. What was found in the felt-lined, locking glove box is nothing short of astonishing in its historical context:

Owner's instruction book in its original envelope. "Sentinel" first aid kit, incl. a bottle of "Mercurio-Chrome." Small upholstery brush. Promotional lead pencil "Compliments of DeRail Pool Hall, Glenn's Ferry ID." Old bottle opener. Parking stub dated 8/16/1941, from the "Glen Valley Rodeo." Small metal box containing "Buss Auto

Fuses." "Ideal Split Shot" box containing a tire valve and a fishing hook. Pair of celluloid sunglasses. "Travel Idaho with CONOCO" road map.



Ample space for three on the comfy front bench, featuring "air foam" seat cushions. Original mohair still looks good, with the unavoidable stains and moth attacks kept to a minimum. Through large, rear-hinged *suicide doors*, entry to the spacious passenger compartment is easy, even when wearing a top hat.



Luxuriously equipped with arm and foot rests, woven grab handles, beveled-glass interior light, and (unused) ash tray, passengers will invariably exclaim: "This feels like *Driving Miss Daisy!*"

Roomy trunk sports original jute mats. Original spare wheel and jacking equipment are present, as well as a spare and a small tool tray. Also included is a set of new GOODYEAR tires of the proper size and a set of new inner tubes. We did not feel the need to mount the new tires, however, it might be advisable before embarking on an extended journey.

A beautiful classic car, ready to be of service. "Let us MARFAK your car!" proclaims TEX-ACO's old service sticker on the door jamb. The Dodge was just lubed and serviced, 2,000 miles ago, in 1948. Note the carmine-colored, bakelite 'necker knob', Dodge's early version of power assisted steering. If you have to ask why it's called a 'necker knob', you are probably too young to buy this car.



(story sent to me by Bob Good)



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FIRST CLASS MAIL

The Wayne Drumhins Headliner  
Jean and Pete Empson  
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