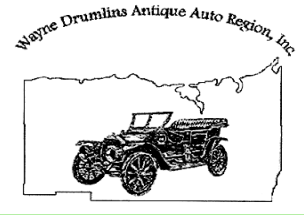


The Wayne Drumlins Antique Auto Region



Headliner



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President's Message February 2013

The northwest wind is blowing, the snow's crunchy underfoot, and the temperature is stuck (frozen?) in single digits. Yeah, I guess it's winter in the traditional sense - no fickle, spineless weather like last year. Being stuck inside while looking outside leads the mind to wander aimlessly. Having said that....

I suppose all our club members can be labeled "car nuts". Normal people (for the most part!) who are crazy about cars. But crazy about what cars? In a way you can divide us into three categories: car nuts who like old cars (cars before their time), car nuts who like old cars that were part of their growing up period, and car nuts who like the current crop of relatively new cars. We all know where we fit. A brass era touring car, a hot rod from the 30s, big fins and wide whitewalls from the 50s, a late model Corvette. Something for everyone. And frankly, there are several of us who cross lines and embrace more than one category. I'm not sure if that's a talent or an affliction. And it gets worse - what about motorcycles? And trucks? Maybe even kit cars.

What it comes down to is this: there's a lot of people out there who enjoy the mobility of self-propelled self-driven vehicles, whatever they may be (trains? boats?). Our hobby is a diverse and messy conglomeration of that singular mutual interest. So enjoy! Who knows what could grab your eye and provide the next adventure. That's the blessing and curse of what we do for fun.

On another note, Rita and Rusty Smith and myself will be traveling to Philadelphia in a couple of weeks for the annual AACA meeting. And speaking of car nuts. Steve and Pam Heald will be receiving a National Award for their EMF. Make sure you give them a vigorous congratulations the next time you see them!

Matt

2013 CLUB CALENDAR

February 10 Breakfast at the Elks Lodge, Canandaigua 8:30am
Hosts: Annette & Carl Rapp (cost is \$7.00 per person)

February 20 Monthly Meeting at the Phelps Community Center 7:30pm
Refreshment by Grube, Empson and Rapp families @7pm

February 7-10 AACA Annual Meeting, Philadelphia, PA

March 20 Monthly Meeting at the Phelps Community Center 7:30pm

April 7 Early Ford V-8 Indoor Auto Flea Market
at a new location: Total Sports Experience 880 Elmgrove Rd., Rochester

To: Wayne Drumlins Members

Words cannot express how thankful we are for you to have adopted us as your "Christmas family". We appreciated from the bottom of our hearts all the gifts, gift cards and kind messages sent with all of the cards. You made our Christmas very special.



With heartfelt thanks.

A Note From:

On behalf of the Phelps Community Food Cupboard, please express our sincere thanks to all the members of the car club who have donated food this past year. Your support of our mission is truly appreciated.

Wishing you a very Blessed Holiday Season.

Bob and Bev Cheney



Note from Membership Chairman

There are some members who have not paid their 2013 dues. Our club is required to submit to AACA a list of our 2013 members by March 1st. If you have not renewed your Wayne Drumlins 2013 membership, you can do so at the February 20th meeting or you can mail your \$10.00 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 2013.



Happy Birthday to:

Menna Berry 2/2
Bea Duffy 2/17
Dave Dorf 2/20
Anne Rapp 2/25



Happy Anniversary to:

Pat & Mike Race 2/14
Janet & Bruce Knowlton 2/27
Dorothy & Joe Marino 2/27



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

The Dodge Brothers and Henry Ford: A Brief History

by Jacob Smith

The Dodge family moved to Detroit, Michigan, in 1886. One of the sons, Horace, was a gifted mechanic. Another son, John, was a skilled financier. In 1887, Horace created a dirt-proof ball bearing at his home workbench. John procured financial backing for a company to manufacture the first Dodge vehicle, a bicycle featuring the ball bearing. The bicycle was manufactured under the Evans & Dodge name in Windsor, Ontario, where they moved in 1899. Windsor is just across the river and U.S.-Canada border from Detroit. The bicycle was manufactured in a building leased from their former employer, the Canadian Typothetac Company. Modest profits from this venture allowed them to open a machine shop in 1901.

Ransom Eli Olds, father of the Oldsmobile, wanted the best machinists to manufacture his car parts so in 1902 he contracted with the Dodge Brothers to make transmissions for his curved-dash Oldsmobile. The Dodge Brothers had a small staff, but kept up with demand once production was under way and later expanded to meet higher demand.

During the time that the Dodge Brothers were perfecting their machining skills and contracting with companies to make parts for them, Henry Ford was trying to develop a successful car and car company. After meeting Henry Ford, the Dodge Brothers were intrigued by his car and its engine. They were so impressed by Ford and his proposition that they risked their business future on a contract with him.

Under the terms of the contract with Ford, Dodge would receive all of Ford's assets if Ford went bankrupt, as he had before in other ventures. The reason this was included in the contract was because Ford needed money to launch his car, money that he didn't have. The Dodges agreed to give Ford the \$7,000 worth of automobile parts and \$3,000 in cash that he needed in return for a ten-percent stake in Ford Motor Company. The brothers didn't know this, but they would eventually make millions of dol-

lars from that initial investment.

Dodge manufactured every part of the Ford car except for the buckboard wooden seats and the rubber tires. Dr. E. Pfennig bought the first Ford for \$850. At the time of the sale, Ford only had left \$223.65 in his bank account, and was almost bankrupt. However, cash flow went only one direction after that first sale, and that direction was up. Dodge received \$10,000 in stock dividends the first year. Ford stock would eventually pay out millions more to them, but for the time being the Dodge Brothers profited handsomely twice: once by selling Ford the parts he needed to manufacture his car, and again by owning stock in his prospering company.

In 1914 Henry Ford finished his River Rouge manufacturing plant in Detroit. Its completion meant that he didn't need Dodge to manufacture parts for his cars anymore. Ford offered to lease the Dodges' plant and run it himself, but the Dodge Brothers had other ideas. By excluding Dodge, Henry Ford would only make his competition even tougher.

The Dodge Brothers knew all of the Model T's weaknesses, so they set out to build their own car to compete with it. Dodge suggested several improvements to the Model T along the way, but Ford refused. The Dodge car, which they'd build in their own factory, would include all of these improvements. They would also use their profit from their dealings with Ford as well as dividends of the Ford stock they still owned to bankroll the new company.

In 1913, Dodge announced they'd stop building Ford cars and would design, build, and sell their own car, and on July 15, 1914, the Dodge Brothers made their last Ford part. The Dodge Brothers name was synonymous with quality, and the announcement that they would build their car was as important and as great as the announcement of the Comstock Lode. The *Michigan Manufacturer and Financial Record* claimed in August 1914 that "the Dodge Brothers are the two best mechanics in Michigan," and that, "to a great extent, the splendid work of the Dodge Brothers and their quality production, has been the silent compelling factor behind the record-breaking sales of Ford."

On July 17, 1914, Dodge Brothers was formed with \$5 million in common stock. Later that year, on November 14, the first Dodge car rolled off the assembly line. It was better than the Model T in every way, but was only \$100 more.

Ford was not happy that the dividends he paid to Dodge were being used to bankroll his competition. In 1916 he announced that he would stop paying dividends to all shareholders. This hurt Henry Ford the most because he owned 51% of the stock in his company, but it hurt Dodge nonetheless because Dodge counted on the money to finance their company. The Dodge Brothers sued and got an appropriate \$19 million in back dividends.

In a scheme to buy his stock back and avoid paying future dividends to the Dodges, Ford announced in December 1918 that he was retiring from Ford and turning over control to his son, Edsel. He then left for an extended vacation. On March 5, 1919, the *Los Angeles Examiner* broke a story that Ford was organizing another company to build a cheaper, mass-produced car on a great scale that would sell for \$250. If this was true, it would put the Dodge Brothers out of business. Soon after, "the Dodge Brothers and other minority shareholders found themselves mysteriously approached in the following weeks by would-be Ford share purchasers," Robert Lacey wrote. The Dodges saw through Ford's plan, but decided to sell their stock anyway. Bidding on each of the 2,000 shares the Dodges owned started at \$7,500. Dodge persisted and received \$12,500 per share. As they suspected, Ford's announcement of a new company was false after all.

The Dodges received \$25 million from the sale of their Ford stock and about \$10 million from dividends Ford paid them from 1903 to 1909. This all came from their initial investment of \$10,000 in parts and cash. In two decades they built a \$200 million joint venture. The brothers made so much money from their dealings with Ford that business historians now consider it the most profitable investment in the history of American commerce.

While attending the 1920 New York Auto Show, Horace fell ill with pneumonia. John rushed to his bedside where he sat idle for days. John caught pneumonia almost immediately and died 10 days later. Horace lingered on for a few more months and then died.

The brothers' wives inherited all of the company but decided not to sell right away. Its estimated net worth at the time of the brothers' deaths was \$60 million. The wives finally decided to sell the company in 1924 (one year before Chrysler formally took over and re-named Maxwell Motors), and the Wall Street firm Dillon, Read, & Co. purchased it for \$146 million in 1925. At the time of the transaction, it was the largest in history. Three years later in 1928, Dillon, Read, & Co. sold Dodge to Walter P. Chrysler, the head of Chrysler Corp. for \$170 million. This was just in time for the Great Depression, which started after the Great Stock Market Crash in October 1929. Many automobiles went bankrupt during the depression, but Chrysler was strong, and survived it. Chrysler Corp. and Daimler-Benz merged in 1998 to form DaimlerChrysler, then split up in 2007, but Dodge is still alive today.

The Dodge Brothers' story is unknown to many people even to this day and even to people who are familiar with Ford and his successful Model T. The Dodge Brothers were not from a wealthy family, but through hard work, they built a business empire that is still alive and prospering more than 85 years later, one that survived a depression and two world wars. This is the epitome of the American Dream, and shows that success in business isn't necessarily who you know but what you know and how you apply that knowledge. The Dodge Brothers and Henry Ford are also a good example of teamwork, as they laid the groundwork for the modern car and set the example for the modern car manufacturer to follow. The story of the Dodge Brothers is a very worthy inspiration to entrepreneurs the world over, and should not be overlooked or overshadowed by Ford.

New York Reintroduces Bill to Provide for One-Time

Historic Vehicle Registration Fee

Legislation has been reintroduced in the New York Senate (S.B. 1899) 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 Senate Transportation Committee for consideration. The bill was approved by the full Senate last session, but died in the Assembly when the legislature adjourned for the year. We Urge You to Contact Senate Transportation Committee Members (List Attached) Immediately to Request Their Support for S.B. 1899

- The reduced registration fee would be available to owners of historical vehicles owned and operated as an exhibition piece or collector's item and used for club activities, exhibits, tours, parades, occasional transportation and similar uses. Under current New York law, a historical motor vehicle is either a vehicle manufactured more than 25 years ago or one which has unique characteristics and which is determined to be of historical, classic or exhibition value. The \$100 one-time fee would replace the current annual fee of \$28.75.

DON'T DELAY! Please contact members of the New York Senate Transportation Committee immediately by phone or e-mail to request their support for S.B. 1899. Please e-mail a copy of your letter to Steve McDonald at stvem@sema.org. Also, please forward this Alert to your fellow car enthusiasts. Urge them to join the SAN and help defend the hobby! Thank you for your assistance.

New York Senate Transportation Committee
To e-mail all Committee members, copy and paste the email address block below:

fuschill@nysenate.gov;
eadams@senate.state.ny.us;
diaz@senate.state.ny.us;
dilan@nysenate.gov;
kennedy@nysenate.gov;
larkin@senate.state.ny.us;
maziarz@nysenate.gov;

nozzolio@nysenate.gov;
perkins@senate.state.ny.us;
ranz@senate.state.ny.us;
robach@nysenate.gov;
masmith@senate.state.ny.us;
squadron@nysenate.gov;
stavisky@senate.state.ny.us;
valesky@senate.state.ny.us;
cyoung@senate.state.ny.us;
zeldin@nysenate.gov

Gert Glazier, age 87, formerly of Canandaigua, passed away Monday, January 21, 2013, at Wayne County Nursing Home in Lyons. In lieu of flowers, memorial contributions may be made to Chapin United Methodist Church, 3081 Smith Road, Canandaigua, NY 14424. Arrangements are by Johnson-Kennedy Funeral Home Inc and condolences may be offered at www.johnsonkennedy.com. Gert was a former member of Wayne Drumlines with her husband Fran for many years. She was #1 (ask Carl Rapp).



Trivia Questions

What popular retail store has offered automobiles for sale twice in its history?

What automobile company built the PT-109?

Trivia Answers

Sears Roebuck & Co. in 1908-1912 and 1952-1953. The first model was the Sears Auto buggy, built by Sears in its Sears Motor Car works in Chicago. The Allstate was the second offering. Although sold exclusively by Sears, it was built by Kaiser-Frazer. Montgomery Wards, Macys and Gimbels have also sold autos at one time through their outlets.

Packard built the famous gunboat.

Source: Automotive Milestones, Trivia of a Most Unique Machine, Edited by Clark, Cassell and Charles Merritt, Braddock Publications.



Paul Arena (left t) and Mike Signorile (second from left) present a check for \$2,000 to John LaBarbera (holding sign) and his colleague at the Stephen Siller Foundation. The money will go directly to hurricane relief efforts on Staten Island as the borough continues to clean up, replace and restore all that was damaged and lost at the hands of the storm.. (photo by Stephen Siller Foundation)

SIRAACA Donates on Several Fronts

While our club began collecting checks from concerned donors who answered our call for emergency fund raising, Mike Signorile and Paul Arena visited the office of the Stephen Siller Foundation in early December to present a check for \$2,000. The money, donated directly by SIRAACA, is earmarked for direct relief efforts here on Staten Island. This followed an earlier presentation of a check for \$2,500 to E.C.H.O., which has earmarked the funds to help children facing an emergency situation unrelated to Hurricane Sandy. By mid-December, the club had collected close to \$2,150 in additional donations, and embarked on a direct distribution of \$200 gift cards to victims of the storm. Members headed out across the south shore to give the cards to folks we had identified as deserving, including Patricia Dresch, who lost her husband, daughter and entire house to the surging sea. Charlie Auer, looking suspiciously like a certain jolly fellow headed out to Ed Frazier's place on Christmas Eve with Eyewitness News in tow. Our efforts were then broadcast on the 6:00 evening news.

(reprinted from "Ragtops and Rumbleseats")

From the Kitchen



Mom's Chili Sauce Recipe

6 1/4 lb peeled and cored tomatoes
 2/3 cup onion
 1 1/2 cups sugar
 1 tsp. nutmeg
 1/2 tsp. curry powder
 1 tsp. cinnamon
 1 tsp. dry mustard
 3/4 tsp. tobacco or red pepper sauce
 2 tsp. ginger
 5 tsp. salt
 2 cups vinegar

Put tomatoes and onion through food mill or blender. Add other ingredients. Cook until thick, about 2 hours. Seal in hot sterilized jars.

Try it if you dare.

Pete

Automobile Fun Facts

Did you know:

- It's rumored the Chevy Nova sold poorly in Mexico because the word "Nova" is close to the Spanish phrase "doesn't go." Maybe it didn't sell because it was a Chevy...or because it was Mexico.
- Toll Booths on The Garden State Parkway in New Jersey were supposed to remain until initial construction was paid off, sometime back in the late 1950's.
- Over 90% of car owners admit to singing while behind the wheel.
- The first speeding ticket was issued in 1902.
- In 1960, you could purchase a brand new Buick La Sabre for under \$3000. With that you basically got two-doors, a (manual) steering wheel and an engine.

There's a Ford in your Future

While the holidays are often recognized as a time of happiness, for most Americans in 1941 the season carried with it the grim reality



of sacrifice on all fronts. After the Japanese attack on Pearl Harbor on December 7th the U.S. finally entered World War II. For soldiers and the families they left behind an uncertain and uneasy future lay ahead. Elsewhere on the home front, automobile manufacturers like Ford were forced to cease production of civilian vehicles and manufacture weapons, aircraft and vehicles for the military. Even before Pearl Harbor, the nation had been preparing itself for the possibility of entering the war. Three days prior to the attack, the Office of Price Administration ordered the auto industry to stick with 1942 model year designs for the foreseeable future, all in the name of conserving resources. In an ad ran in November Ford assured consumers the company was doing its part for national defense by using plastics instead of metal for interior trim.

Under government orders, February 10th, 1942 marked the official end of civilian car production. Under these circumstances, Ford utilized advertising to keep their brand name in the hearts and minds of Americans. These ads doubled as propaganda, reminding citizens of the company's role in the war effort. As the war dragged on, Americans on the home-front required a morale boost, often finding solace in anything harkening back to life before the war. In 1944, Ford produced a series of ads which highlighted events in automotive history. Along with serving as reminders of happier times, the stories featured situations in which tremendous obstacles were overcome. One piece featured Edison encouraging a young Henry Ford to continue working on his gas engine. "Young man, that's the thing - you have it. Keep at it." The

ads sought to inspire perseverance against all odds, while at the same time reminding Americans light lay ahead in a tunnel darkened by the clouds of war.

In the "Ford is in Your Future" advertising campaign, the company further encouraged Americans to look forward to a return to normalcy and the day that they could one day buy a new car. Ran between 1943 and 1946, ads consisted of a crystal ball with images of happier times to come, especially those in which families were reunited. In one piece, a GI and his sweetheart are holding a picnic basket, their stretched arms forming the "V" shape for victory. Meanwhile, the top of a car is visible just beyond the hedge behind them. Ford reassured readers that an end to war was in sight, "and when the 'go ahead' is flashed, we'll be ready to start production plans [for new cars]."

Even after the war ended, Ford continued using the campaign through 1946. One ad stated, "Production has started but is very limited...so take care of your present car by seeing your Ford dealer regularly." Because production for the '46 model year was off to a slow start, asserting a Ford was in one's future was still very relevant. Unlike past ads, images of cars occupied the crystal balls, signaling the future was now more secure and concrete.

The story of Ford's advertising campaign during the Second World War is just one of many stories awaiting your discovery at the Library. Along with Ford, we have an extensive collection of wartime sales literature from other manufacturers. Likewise, our periodicals contain a wealth of information on the conflict and how the automobile industry answered the call to arms.



Article reprinted from "The Speedster"



1929 Dodge Roundabout



1920 Ford Model T

February 2013

FIRST CLASS MAIL



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