

The Wayne Drumlins Antique Auto Region

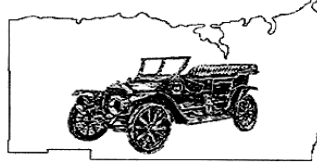


Headlines



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President's Message May 2011

Most people recognize Spring is coming when they see the first crocus and daffodils poking up. But for me, I know Winter is over when I start seeing first one old car, then several, and then hot rods and convertibles and everything back out on the road again. After a very long winter, it's really a joy to see everyone out enjoying the sunshine no matter what the gas costs.

Every year the students at Finger Lakes Technical & Career, County Road 20 and Routes 5 & 20 in Flint, NY put on a car show. This year it is on Sat. May 15th, 10AM to 3:30PM. The kids make their own trophies and get to show off some of their work. We should do much more to support these young people who are needed for the skilled trades and the future of our hobby. Also at this show, elaborate winter-long restoration projects from the local hot rod shops are often shown in public for the first time, so c'mon out if it ain't snowin'.

The over-reaction to the internet car tax hoax tells me that some car collector fears could be reduced by keeping better business records for expensive restorations. A pile of receipts might show no actual profit was made at sale and reduce tax anxiety. As for annual car taxes, for once you can be glad you live in New York State, because for years some other states have appraised all cars and classics (even RV's and boats) to levy a hefty annual personal property tax. For good information on threats to the car hobby, check the SEMA Action Network " www.semasan.com ".

We need a new membership chairperson. Please consider volunteering to help the Club with this work which is essential for the continuing success of our group. We really appreciate all the efforts that Jan Knowlton has put in to support our membership and thank you Bruce helping out in the interim.

Don't forget I am still selling \$20 AACA Museum and Library raffle tickets for the Plymouth Prowler. If I win the car, I would try to turn the Prowler into a replica "Dodge Howler", the concept version that has a stick shift V8, and a little pickup bed in the back. Support the AACA and your hot rod fantasies and buy a ticket.

Loren

CLUB CALENDAR

May 15, 2011	Car Show at Flint BOCES	10:00—3:30PM
May 18, 2011	Meeting at Phelps Community Center Refreshments by Dorf, Race and Bauder families	7:30PM
May 20-22, 2011	Dunkirk's Swap Meet	
May 22, 2011	KSK Car Show Newark Senior High School	11:00—4:00PM
May 29, 2011	Wheels on Main St, Waterloo	11:00—4:00PM
June 4, 2011	Sulphur Springs Car Show Parking lot across from the SPA Apts.	10:00—2:00PM
June 15, 2011	Meeting at Phelps Community Center	7:30PM
June 17, 2011	Parade at Shortsville	
June 25, 2011	Legendary Car and Bike Show Refreshments, DJ and Tours	

Welcome New Members:

Phil and Arlene Trunzo of Geneva who own a 1968 Ford Galaxie, a 1970 Pontiac Convertible and a 1964 Pontiac Convertible. Sorry we didn't have Arlene's name in April.

oops!

Get Well Wishes to:

Allie Weis
Janet Knowlton
Verna Mendola



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



Your editor is in need of articles and/or stories for the newsletter. Please remember we can only reprint articles with permission from the author or publication.

Please remember if you would like the newsletter emailed to you to contact me.
Thanks. Jean



Happy Birthday to:

Rusty Smith 5/11
Nancy Bauder 5/16
Pat Race 5/30



Happy Anniversary to:

Barb & George Grube 5/9
Nancy & Richard Dierks 5/10
Betty & Marty Reilly 5/14

APRIL 2011 MINUTES

The April 20th, 2011 meeting held at the Phelps Community Center was opened at 7:30 pm by our President Loren Gifford and began with the Pledge of Allegiance to our flag. 37 members were present. SECRETARY REPORT- A motion was made by Rusty Smith to accept the March minutes as published in the Headliner. Seconded by Stan Herdman. Motion Carried.

TREASURER REPORT- Treasurer Rita Canavan was not present. Matt Canavan reported the Marion Town Park has been reserved for the car show and the fee paid. Charlie Bauder will audit the club's financial books. A motion to accept the treasurer's report was made by Stan Herdman and seconded by Bev Good. Motion carried.

BOARD OF DIRECTORS- Chairman Steve Heald was not present.

SHOW COMMITTEE- No report - George O'Neil, Chairman was not present.

MEMBERSHIP COMMITTEE- Janet Knowlton, Chairperson was absent. Bruce Knowlton reported that the 2011 Membership Roster was completed and ready for distribution. Janet Knowlton will be resigning due to illness and a new Membership Committee Chairperson will be needed.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED-

Get well wishes are being sent to Janet Knowlton, Allie Weis and Verna Mendola.

BUY SELL OR TRADE- Nothing

OLD BUSINESS- Matt Canavan gave an update on the clubs website. A copy of the Home Page was shown to the members. Matt requested members E Mail him pictures of their cars or of club activities. A future club function will be a visit to the Pierce Arrow Museum in Buffalo on Wednesday August 3rd, hosted by Rusty Smith. Transportation will be provided by Koning Day Tours, 349 West Commercial St. Suite 1500, East Rochester NY 14445 (Ph. 585-385-0670 or 1-800-374-2014).

The tour will include a visit to the Erie County Historical Society, Buffalo\Pierce Arrow Museum and Shopping at Made in America Store. Buffet luncheon will be at Pettibones Grill. Price is \$74.00 per person. Money must be sent to Koning by July 3rd,

2011. The bus will leave the Piano Works Mall in East Rochester at 7:45 am and return at 5:30 pm. (Park in the rear parking lot).

Loren reported that the House of Representatives have put a hold on the increase in ethanol in gasoline.

NEW BUSINESS- Loren advised that he has raffle tickets from the AACA. First prize is a 2000 Plymouth Prowler (or \$20,000 in cash), second prize is a 2010 Harley Davidson and third prize is \$3000.00 in cash. It will benefit the AACA, AACA Library & Research Center & AACA Museum. Please see Loren for the tickets. They are \$20.00 each.

Listings of upcoming events were reviewed. Sunday May 15th BOCES car show in Flint. (10 to 3:30).

May 29th Wheels on Main Street, Waterloo, NY. (11 am to 4 pm)

May 29th Norwich NY.

Saturday, June 4th Sulphur Springs Car Show in the parking lot across from the Spa apartments.

Shortsville Fireman Carnival Parade Friday June 17th.

Saturday, June 25th Legendary Auto\ Bike show in Newark, NY.

Wednesday July 20th monthly meeting and ice cream social at Carl and Annette Rapp's residence.

Rusty Smith and Amy Ressue will be in charge of the Christmas party.

REFRESHMENTS FOR NEXT MONTH- Barb Dorf, Pat Race and Charlie Bauder.

DOOR PRIZE WINNER- Rusty Smith

50/50 WINNER- George Grube.

Meeting was adjourned at 8:15 pm by a motion from Annette Rapp and seconded by Bob Good.

Respectfully submitted by:

Leslie Askin Secretary

Who built the world's first trucks? Carl Benz and Gottlieb Daimler, although as with the automobile, independently of one another. (The two men never met). Daimler produced the first commercial vehicle, whose two cylinder motor pumped out 10 hp. It could take 8% grades fully loaded at 2 1/2 mph. Benz built the first bus with gasoline engine in 1894, the 8-passenger Landau.



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Pierce Arrow History



1915
Touring
Car

The forerunner of Pierce-Arrow was established in 1865 as **Heinz, Pierce and Munschauer**. The company was best known for its household items, especially its delicate gilded birdcages. In 1872, George N. Pierce bought out the other two, switching the name to **George N. Pierce Company** and, in 1896, bicycles were added to the product range. A failed attempt to build a steam-powered car was made in 1900 under license from Overman but, by 1901 Pierce built its first single-cylinder two-speed, no-reverse **Motorette** with the engine licensed from [de Dion](#). In 1904, a two-cylinder car, the **Arrow** was made.

In 1903 Pierce decided to concentrate on making a larger, more luxurious car for the upscale market, and the Pierce-Arrow car was born. This proved to be Pierce's most successful product, and the solidly-built cars with powerful engines gained positive publicity by winning various auto races. During this period, Pierce's high-end products were sometimes advertised as the Great-Arrow. George Norman Pierce sold all rights and the company in 1907 — he died in 1910. In 1908, Pierce Motor Company was renamed The Pierce-Arrow Motor Car Company. The [Pierce Arrow Factory Complex](#), designed by noted industrial architect [Albert Kahn](#) in about 1906, was constructed at Elmwood and Great Arrow Avenues. It was listed on the [National Register of Historic Places](#) in 1974. The Pierce-Arrow's engine capacity started as 11.7 L and later was 13.5 L.

In 1909, [US President William Howard Taft](#) ordered two Pierce-Arrows (along with a pair of [White Model M Tourers](#)) to be used for state occasions, the first official cars of the [White House](#). An open-bodied Pierce-Arrow carried [Woodrow Wilson](#) and [Warren G. Harding](#) to Harding's 1921 inauguration. A restored 1919 Pierce-Arrow is on view at the [Woodrow Wilson Presidential Library](#).

[Herbert M. Dawley](#) (later a Broadway actor-director) joined Pierce-Arrow in 1912, and designed almost every model until 1938. In 1914, Pierce-Arrow adopted its most enduring styling hallmark when the [headlights](#) of the vehicle were moved from the traditional placement on either side of the radiator into flared housings molded into the front fenders of the car. This gave the car an immediate visual identification from the side; at night it gave the car the appearance of a wider stance. Pierce patented this placement and it remained in place until the final model in 1938, although Pierce always offered customers the option of conventional headlamps. A small minority of customers purchased these less distinctive models. Through 1914, Pierce-Arrow also produced a line of [motorcycles](#).

The Pierce-Arrow was a [status symbol](#), owned by many [Hollywood](#) stars and corporate tycoons; [royalty](#) of many foreign nations had at least one Pierce-Arrow in their collections. In American luxury cars it was rivaled only by [Peerless](#) and [Packard](#), which collectively received the accolade **Three P's of Motordom**. Industrial efficiency expert [Frank Gilbreth](#) extolled the virtues of Pierce-Arrow, in both quality and in its ability to safely transport his large family. Its [wheelbase](#) was 12 ft 3 in (3.73 m).

Pierce-Arrow advertisements were artistic and understated. Unusual for automobile advertising, the image of the car was in the background rather than the foreground of the picture. Usually only a portion of the automobile was visible. The Pierce-Arrow was typically depicted in elegant and fashionable settings. Some advertisements featured the car in places an automobile would not normally go, such as [the West](#) and other rural settings, a testament to car's ruggedness and quality.

Several second-hand Pierce-Arrow cars were bought by [fire departments](#), stripped down to the chassis and engine, the wheelbase lengthened, and built back into [fire engines](#). Some of these fire engines were in service for up to 20 years.

In 1928, the [Studebaker](#) Corporation of [South Bend, Indiana](#), gained control of the Buffalo firm. The association was to last for five years, with moderate benefits to both companies' engineering departments, which continued to function as separate entities.

In 1933, Pierce-Arrow unveiled the radically streamlined [Silver Arrow](#) in a final attempt to appeal to the wealthy at the [New York Auto Show](#). The car was well received by the public and the motoring press, being announced with the slogan "Suddenly it's 1940!" Pierce sold five examples but, since it was priced at \$10,000 during the worst of the [Depression](#), the rich were hesitant to spend so much. The bodies were built at Studebaker, which subsequently assisted in rolling out a lower-priced production model. This, however, lacked many luxury features of the show car and

still failed to generate enough sales.

Starting in 1936 Pierce-Arrow produced a line of camper-trailers, the Pierce-Arrow Travelodge. They also produced a new V-12 sedan that was redesigned and considered the safest and most luxurious sedan back then.

The [Rio Grande Southern Railroad](#) converted five Pierce-Arrow automobiles (and a couple of [Buicks](#)) into motorized [railcars](#), effectively buses and trucks on rail wheels. The nickname [Galloping Goose](#) was soon applied to these vehicles, based on their waddling motion and honking horn. All still survive.

Pierce was the only luxury brand that did not field a lower price car (e.g. as the [Packard 120](#)) to provide cash flow, and without sales or funds for development, the company declared insolvency in 1938 and closed its doors. The final Pierce-Arrow assembled was built by Karl Wise, the firm's chief engineer, from parts secured from the company's receivers. Pierce's holdings were sold at auction on Friday, May 13, 1938 which would probably include the 40 Arrows made in October 1938.

The factory equipment used to make Pierce-Arrow V-12 engines was bought by [Seagrave Fire Apparatus](#), who used it to make engines for [fire engines](#).

(article and pictures from Wikipedia, the free encyclopedia)

Buy, Sell or Trade:



4 Hercules Hercumile tires size 6:50 x 16LT with tubes, 6 ply nylon, no cracks or rot, 90% tread left all for \$100.

Contact Dave Dorf 315-926-5003 or email dndbed@juno.com

1911 Pierce-Arrow Five-ton Truck



May 2011



FIRST CLASS MAIL

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