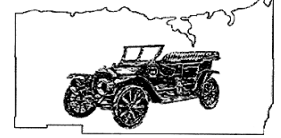


The Wayne Drumlins Antique Auto Region



Headlines

Wayne Drumlins Antique Auto Region, Inc.



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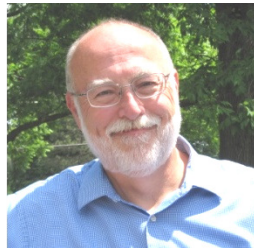
NEWSLETTER EDITORS

Jean & Peter Empson

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President's Message November 2013

Random thoughts....

It's a ritual in a way, putting the car(s) away for the winter. Especially the daily drivers that work regularly for 6 months and then lay in suspended animation for the other 6. Fresh wash and wax (watch the weather, it can be fickle this time of year). Antifreeze good to what? Tire pressure. Fresh oil and filter. Top off the gas, add the stabilizer. How's the battery, can it handle another winter? Moth balls this year (yeah, they stink, but they work)? Crack the windows a bit. What have I forgotten? Something, no doubt.

A local used car lot that sells Florida cars proudly displayed a '66 El Camino, spotless, a good burgundy repaint, nice interior, factory A/C (!). A small block 350 (which I don't think was yet to be seen in 1966, so not the original engine). \$15,900. I fantasized a bit - a nice addition to the collection? But the next day it was gone.

Yesterday I was driving in heavy traffic on Route 96 in front of East-view Mall. I stopped at a light and in front of me was a late model Ferrari, a rare beast in these parts. And it had Pennsylvania dealer plates. What the heck was THAT all about? A long test drive?

OK, remember Wednesday, November 13th, 6:00pm at the Masonic Lodge in Marion. A ham dinner (bring a dish to pass and your table service), meeting to follow and then elections.

See you there.

Matt

2013 CLUB CALENDAR

November 13 Dinner Meeting and Elections at the Marion Masonic Lodge 6:00PM
Bring a dish to pass and own table setting

December 8 Year End Banquet at Club 86 4pm

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. Please give reservations and payment to Rita Canavan at the November meeting.

Please consider making nominations for the Wayne Brownell and Stu Adair Awards.



Get Well Wishes

to

Bea & Jim Duffy



Happy Birthday to:

Pat Bollman 11/2
George Grube 11/3
Gerald Burnham 11/4
Pam Heald 11/14
Ed Hunt 11/19
Hank Goellner 11/19
Carl Rapp 11/23
Dick Stearns 11/25
Dorothy Marino 11/29



Happy Anniversary to:

Martha Stevermer & Loren Gifford 11/19
Pat & Jim Bollman 11/27
Barb & Dave Dorf 11/27

If you would like the "Headliner" emailed, please contact me at jempson@fltg.net.

Jean



OCTOBER 2013 MINUTES

The October 16th, 2013 meeting held at the Phelps Community Center was opened at 7:30 pm 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 Pam Heald to accept the September minutes. Seconded by Dick Stearns. Motion Carried.

TREASURER REPORT- Treasurer, Rita Canavan was not present. A full treasurer report will be given at the next meeting.

BOARD OF DIRECTORS- Steve Heald, Chairman advised there was no report at this time.

SHOW COMMITTEE- George O'Neil, Chairman reported that Jim Askin was a new member to the car show committee.

Members of the car club unanimously approved that Ron VanCamp's car be selected to appear on the 2014 Car Show Flyer.

MEMBERSHIP COMMITTEE- Hank Goellner, Chairman not present.

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

Contributions in memory of Ron VanCamp can be made to the House of John.

BUY SELL OR TRADE- None

OLD BUSINESS-

The year end banquet will be held Sunday December 8th at Club 86 in Geneva at 4pm. If anyone has any suggestions for the year end banquet program please advise Rita. The Face book Page is being worked on.

NEW BUSINESS

The annual Ham Dinner and elections of officers meeting will be held November 13th at the Masonic Hall in Marion at 6pm.

Offices that are open are:

President

Vice President

2 Board of Director Positions (2 years each).

The Board of Directors will be acting as the nominating committee.

If you are interested in holding an office for 2014 please contact a member of the Board

of Directors.

A motion was made to accept the Board of Directors as the nominating committee by Dick Stearns. Seconded by Rusty Smith. Motion Carried.

Congratulations to Steve and Pam Heald on the purchase of a 1905 Buick.

Sunday November 3rd a swap meet will be held in Niagara Falls.

REFRESHMENTS FOR NEXT MONTH- Please bring a dish to pass and silver ware and table setting.

DOOR PRIZE WINNER- Gerald Burnham

50/50 WINNER- Sue VanCamp

Meeting was adjourned at 7:55 pm by a motion from Pam Heald and seconded by Rusty Smith.

Respectfully submitted by:
Leslie Askin, Secretary

Christmas Family



I asked around and have a Christmas family for us. The family is a single mom with four children. I have asked for ages, sizes and likes. I will bring the information with me to the November meeting.

Jean

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



The Lincoln Highway

(the photo is from our recent visit to the AACA Museum in Hershey)



In 1912, railroads dominated interstate transportation in America, and roadways were primarily of local interest. Outside cities, "market roads" were sometimes maintained by counties or townships, but maintenance of rural roads fell to those who lived along them. Many states had constitutional prohibitions against funding "internal improvements" such as road projects, and federal highway programs were not to become effective until 1921.

At the time, the country had about 2.2 million miles of rural roads, of which a mere 8.66 percent (190,476 miles) had "improved" surfaces: gravel, stone, sand-clay, brick, shells, oiled earth, etc. Interstate roads were considered a luxury, something only for wealthy travelers who could spend weeks riding around in their automobiles.

Support for a system of improved interstate highways had been growing. For example, *The New York Times* in an article on August 27, 1911, gave quotes from several prominent men. "Of the Nation's leaders," it said, "none is more emphatic than Speaker Champ Clark." Furthermore, from a communication to President Robert P. Hooper of the American Automobile

Association, the article quoted Clark's opinion that, "I believe the time has come for the general Government to actively and powerfully cooperate with the States in building a great system of public highways...that would bring its benefits to every citizen in the country." However, Congress as a whole was not yet ready to commit funding to such projects.

Carl G. Fisher was an early automobile entrepreneur who was the manufacturer of Prest-O-Lite carbide-gas headlights used on most early cars, and was also one of the principal investors who built the Indianapolis Motor Speedway. He believed that the popularity of automobiles was dependent on good roads. In 1912 he began promoting his dream of a transcontinental highway, and at a September 10 dinner meeting with industry friends in Indianapolis, he called for a coast-to-coast rock highway to be completed by May 1, 1915, in time for the Panama-Pacific International Exposition in San Francisco. He estimated the cost at about \$10 million and told the group, "Let's build it before we're too old to enjoy it!" Within a month Fisher's friends had pledged \$1 million. Henry Ford, the biggest automaker of his day, refused to contribute because he believed the government should build America's roads. However, contributors included former U.S. President Theodore Roosevelt and Thomas A. Edison, both friends of Fisher, as well as then-current President Woodrow Wilson, the first U.S. President to make frequent use of an automobile for relaxation.

Fisher and his associates chose a name for the road, naming it after one of Fisher's heroes, Abraham Lincoln. At first they had to consider other names, such as "The Coast-to-Coast Rock Highway" or "The Ocean-to-Ocean Highway," because the Lincoln Highway name had been reserved earlier by a group of Easterners who were seeking support to build their Lincoln Highway from Washington to Gettysburg on federal funds. When Congress turned down their proposed appropriation, the project collapsed, and Fisher's preferred name became readily available.

On July 1, 1913, the Lincoln Highway Association (LHA) was established "to procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all description without toll charges." The first goal of the LHA was to build the rock highway from Times Square in New York City to Lincoln Park in San Francisco. The second goal was to promote the Lincoln Highway as an example to, in Fisher's words, "stimulate as nothing else could the building of enduring highways everywhere that will not only be a credit to the American people but that will also mean much to American agriculture and American commerce." Henry Joy was named as the LHA president, so that although Carl Fisher remained a driving force in furthering the goals of the association, it would not appear as his one-man crusade.

The first section of the Lincoln Highway to be completed and dedicated was the Essex and Hudson Lincoln Highway, running along the former Newark Plank Road from Newark, New Jersey to Jersey City, New Jersey. It was dedicated on December 13, 1913 at the request of the Associated Automobile Clubs of New Jersey and the Newark Motor Club, and was named after the two counties it passed through.

Hershey 2013-

A little sun and a lot of rain



Pete walking in front of me— heading for the truck on Friday.



3 tractors pulling vehicles out in the parking lot

Pete and I arrived at Hershey around noon on Wednesday. It was pretty nice weather. We went up and down the rows until 5 or so, looking for something we needed. You never know what you need until you see it! I'm sure we must have picked up a few things and enjoyed every minute. Thursday started out with a few sprinkles, but tolerable. Around 2pm when we were about as far away from the truck that we could be, the sky opened up. To say the least we were wet. When we got back to the hotel, we had clothes laying on the heater for hours to dry. Friday we awoke to rain. We made our way to the flea market and car corral. Started out with the cars, then by lunch time with it still raining we headed to the Museum. Lots of company at the Museum. It was dry there. Saturday was a little more promising, but we chose to head for home. Let's hope next year, it's a little bit dryer.

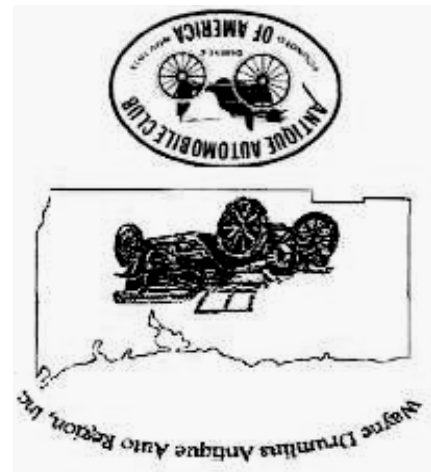
Jean



VETERANS DAY

NOVEMBER 11TH

November 2013



FIRST CLASS MAIL

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