

The Wayne Drumlins Antique Auto Region

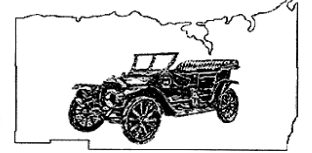


Headlines

Wayne Drumlins Antique Auto Region, Inc

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President's Message September 2012

I guess it's true - time flies when you're having fun. Our Wayne Drumlins 35th Annual Antique Car Show and Flea Market, so much anticipated, is now one for the ages. And what a show it was! We were blessed with a beautiful August day, and the show cars streamed in non-stop. The total was 336, if I recall correctly (including 15 national winners). And where did all the street rods and street machines come from? We literally ran out of room. Overall though, the problems were minimal and the compliments were many. Crowd attendance was huge, a few thousand by my unscientific calculation. We generated the revenue needed to replenish our club coffers, and signed up a few new members. And NONE of this would have happened without the very hard work of our club members, both Saturday for setup and Sunday for the show itself and then teardown. A hearty thanks to George and Marian O'Neil for orchestrating another great show. And thanks to club members for their dedication to the best car show in the Rochester area, and that includes the flea market, the membership drive, the raffle, the sponsors and more – so many people who made us look good.

OK, onto another matter. Because I assumed the role of President at mid-year, arguably the busiest time of the year for our club, Rita and I have had no time to think about a President's Picnic. So I apologize up front when saying there will be no picnic this year. Geography plays a role in this decision. We live on the southern border of Victor, which is really not very convenient for most club members, and trying to find a more central location involves identifying and renting a pavilion (after finding a date good for all), and then diving into the logistics of bringing it all together. Frankly, we're out of time! I'm confident such a picnic can be planned next year with a bit more foresight.

We'll see you on September 19th!

Matt

2012 CLUB CALENDAR

September 14,15,16 Bennington Car Show

September 19 Meeting at Phelps Community Center (refreshments by VanCamp, Race and Smith families)	7:30pm
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October 17 Meeting at Phelps Community Center	7:30pm
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November 14 Ham Dinner and Elections (bring dish to pass and table setting)	6:00pm
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November 25 Year End Gathering at the Inn on the Lake, Canandaigua	12-3pm
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I want to thank everyone for the beautiful cards, prayers and thoughts in the loss of my mother.

Norma Herendeen

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



Get Well Wishes

Janet and Bruce Knowlton

John Abeel

Ed Morrow



Happy Birthday to:

Charlie Bauder 9/5
Sue Smith 9/15
Loren Gifford 9/15
Dick Weis 9/22
Barb Grube 9/26



Happy Anniversary to:

Jean & Pete Empson 9/23

Buy, Sell or Trade:



For Sale:

1972 Olds Cutlass-with a 350 cu. in. engine, new battery, new tires, new compressor for air conditioning & freon.

Contact: Ron VanCamp 315-548-9354

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. and a fuel pump

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

AUGUST 2012 MINUTES

The August 15th, 2012 meeting held at the Phelps Community Center was opened at 7:30pm by our President Matt Canavan and began with the Pledge of Allegiance to our flag. 34 members were present and 3 guests.

SECRETARY REPORT- A motion was made by Rusty Smith to accept the July 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 Dave Dorf and seconded by Pat Race. Motion carried.

BOARD OF DIRECTORS- Steve Heald Chairman advised that Camp Good Days requested permission to have a new car raffle at our upcoming car show. The Board of Directors approved the request.

SHOW COMMITTEE- George O'Neil Chairman reviewed a list of requirements for the car show. Dave Dorf will be responsible for the show signs. Copies of the car classes will be given to those individuals parking cars in an effort to double check the correct classification. Also individuals at the registration table should double check for correct classification. Judges were assigned for special awards. George gave an overview of how the awards will be presented. After the meeting George will meet with those involved in the vote counting to review the new method of tabulating the votes.

Everyone is requested to bring a door prize. Matt and Rita Canavan will obtain the hot dogs, rolls, soda and condiments for the noon picnic. Members are asked to bring a dish to pass for the picnic. Matt and Rita will also obtain the water for the members for Sunday.

MEMBERSHIP COMMITTEE- Janet Knowlton, Chairperson was absent. Pam Heald, Rusty Smith and Hank Goellner will handle the new membership table at the car show.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED- Our thoughts go out to Ed and Sally Morrow. Also we wish John Abeel a speedy recovery. A thank you was received from Finger Lakes Ambulance in memory of Norma Herendeen's mother.

BUY SELL OR TRADE- Hank Goellner is in need of a fuel pump for a 1952 Packard.

OLD BUSINESS- The club visited the Ontario County Health Facility to help celebrate their annual resident's picnic.

We had a nice turnout of cars.

The trip to the Valentown Museum was cancelled for this year and will be rescheduled in 2013.

Web Site- Matt Canavan will be taking pictures at the car show and posting to the web site.

NEW BUSINESS-

Jean and Pete Empson will be participating in the Walk to End Alzheimer's for the Alzheimer Association on Sept. 15th. If you would like to sponsor Jean and Pete please contact Jean.

REFRESHMENTS FOR NEXT MONTH- Sue VanCamp, Pat Race and Rusty Smith.

DOOR PRIZE WINNER- Jim Duffy

50/50 WINNER- Amy Ressue

Meeting was adjourned at 8:06 pm by a motion from Rita Canavan and seconded by Dave Dorf.

Respectfully submitted by:
Leslie Askin Secretary

Set-up Day for the 35th Annual Wayne Drumlins Antique Auto Show

We started out on Saturday morning with the lining of the Show field and Flea Market. Bleachers and soccer goals needed to be moved. Signage needed to be put out and up. Canopies were erected for the ladies flea market spots and for registration. Boxes were retrieved from the shed to set up the ladies flea market spot. When all the jobs were completed, it was time for lunch. Pete, Carl and George G. grilled the hot dogs and everyone else supplied a great array of salads, fruits and desserts. We were ready for the Show on Sunday. Thanks to Matt and Rita for shopping for the hots and drinks.



Show Day

The ladies were ready for the buyers in the Flea Market





Headquarters with Ron and Pat



Pam at the beginning of the kid's tour of cars



Registration with Norma, Leslie, Pam and Barb



Kids going for a tour around the Show field

Sunday—the Day of the Show, was beautiful. The weather could not have been any better. We enjoyed the beauty of some 336 cars on the Show Field and the Flea Market was on overflow status. At times the driveway was full of vehicles down to the nearby road and we could not keep up with the lines. Everyone did a great job getting cars and people to their destinations. Everyone's help was appreciated and whether you helped for just a short time or all day, we could not do it without you.



More rides around the Show field - Future car enthusiasts.

Pete and I recently visited the Boyertown Museum of Historic Vehicles in Boyertown, Pennsylvania. We saw many different automobiles and several Duryea's, which leads me to the following:

The Duryea Motor Wagon Company, established in 1895 in Springfield, Massachusetts, was the first American firm to build gasoline automobiles. Founded by Charles Duryea and his brother Frank, they built the Duryea Motor Wagon, a one-cylinder "Ladies Phaeton", first demonstrated on September 21, 1893 in Springfield, Massachusetts, on Taylor Street in Metro Center. It is considered the first successful gas-engine vehicle built in the U.S. In 1895, a second Duryea (built in 1894), driven by Frank, won the Chicago Times Herald race in Chicago on a snowy Thanksgiving day. He travelled 54 miles at an average 7.5 mph, marking the first U.S. auto race in which any entrants finished. That same year, the brothers began commercial production, with thirteen cars sold by the end of 1896. Their first ten production vehicles were the first automobiles sold in the United States. Banking on the idea that future racing successes would propel their market share, the brothers entered two vehicles in Britain's London to Brighton Veteran Car Run. Frank placed first and beat out the nearest competition by 75 minutes. As well in 1896, a Duryea motorcar had the unfortunate distinction of being in the world's first automobile accident, in New York City, when its driver struck a bicyclist and broke his leg. The driver spent the night in jail.

The brothers went their separate ways by the end of the century. Frank helped produce the Stevens-Duryea (at gun maker Stevens) until 1927, while Charles produced Duryea vehicles as late as 1917. Based in Reading, Pennsylvania, it was not uncommon for residents to see him motoring a brand new automobile from City Park out to Mount Penn; managing the switchback road as a final test of durability and refinement.

Charles Duryea moved to Reading in February of 1900. By 1901, Duryea and Sternbergh incorporated the Duryea Power Company "for the manufacture of iron, steel, bath, any metal or wood or both, including automobiles, motors, propellers,

and part of either." By March 1902, after overcoming difficulties procuring factory space, and a devastating flood of the Schuylkill River, Duryea was manufacturing one three-wheel, three-cylinder, gasoline powered automobile each week. Most buyers were doctors, who enjoyed the power, reliability, and heady 20 mile-an-hour top speed of his vehicles.

By 1905, Duryea's fifty workers were manufacturing sixty cars a year, including the four-wheel Phaeton, which soon sold for \$1,600. Duryea's automobiles were a success, but a fight among the company's partners led to collapse of the business in 1907. Undaunted, Charles Duryea designed a new automobile with significant design innovations, including a two-cylinder, air-cooled engine, which he named the "Buggyaut." Manufactured in a garage at 32 Carpenter St., the Buggyaut was an inexpensive auto with large wheels designed for rural markets and unpaved roads. To make the car affordable, Duryea introduced a simple body design, mounted on the side bars of the chassis, in usual buggy fashion, that made the Buggyaut light and easy riding. The two-passenger model, complete with top, sold for only \$700, but the Buggyaut never achieved the success that he had envisioned. In 1914, Duryea closed the garage and left Reading.

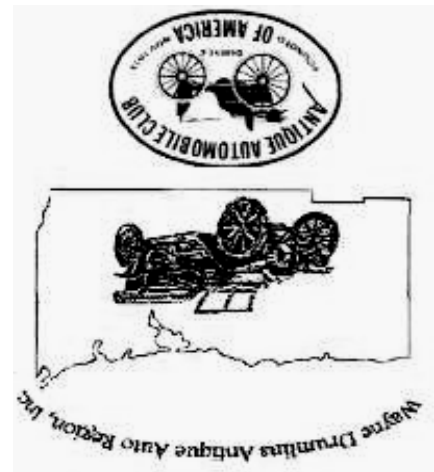
In 1916, eight years after Henry Ford introduced his Model T, Duryea made another attempt to produce his own "car for the people." With financing from Keyser Fry of Reading, he created the Duryea GEM, a cross between an automobile and a motorcycle, with a newly designed engine and suspension. Advertised as the "Biggest Idea in the History of the Motor Car and the Last Word in Automobile Construction," the Duryea GEM combined the comfort and stability of an automobile with the simplicity, handling, and economy of a motorcycle. It was also extremely affordable, costing only \$250 and boasting an impressive 65 miles of driving per gallon of gasoline. Once again, however, lack of funding forced Duryea to drop the project, and no more than a dozen were built. The GEM was the last automobile built by Charles Duryea.

From Wikipedia



Frank and Charles Duryea

September 2012



FIRST CLASS MAIL

The Wayne Drumlins Headliner
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