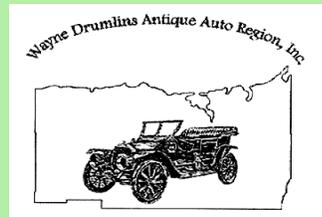


The Wayne Drumlins Antique Auto Region



Headliner



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President's Message

May 2015

Greetings Folks.

Spring finally arrived, though it seems to have gone on vacation for a bit here. Rest assured, we will have some nice weather to get out and enjoy our cars. Perhaps some of our members have already had their first ride of the season.

Everyone knows the old saying, "seeing is believing". With modern technology, that can no longer be considered reliable. Computer graphics can be and are used to create visual images which far exceed the realm of physical possibilities. O.K. So how about "only believe half of what you hear"? Good advice. For some time now, Honda has been running a TV advertisement proclaiming they were the first Hybrid automobile in America. Really?

The concept of using a combination of electrical motors and batteries teamed with a gasoline engine to improve a vehicle's speed and range goes back to the late 1800s. Remember, in those days gasoline was more of a curiosity than a reality for powering anything. Electrical motor technology was well advanced, comparatively speaking, from the expanding street car and railroad industry, though batteries were questionable at best, and steam was truly the king for doing almost any type of work.

One of the first hybrid cars was built by an Austrian, Dr. Ferdinand Porsche about 1898. It used an internal combustion engine to spin a generator that provided power to electric motors located in the wheel hubs. On battery alone, the car could travel nearly 40 miles. In 1900 a Belgian carmaker, Pieper, introduced a 3-1/2 horsepower "voiturette" in which the small gasoline engine was mated to an electric motor under the seat. When the car was "cruising," its electric motor was in effect a generator, recharging the batteries. But when the car was climbing a grade, the electric motor, mounted coaxially with the gas engine, gave it a boost. The Pieper patents were used by a Belgium firm, Auto-Mixte, to build commercial vehicles from 1906 to 1912.

Continued on page 4

2015 UPCOMING EVENTS

May 15-17	Dunkirk Show & Flea Market	
May 16	John Mulford Garage Tour and lunch Phelps	TBA
May 17	Finger Lakes BOCES Car Show	
May 20	Monthly Meeting Phelps Community Center Refreshments by Potter, Bauder and Stearns families	7:30pm
May 24	Wheels on Main St. Waterloo	
May 23-24	Norwich Flea Market	
May 23	Spring Swap Meet at the NYS Steam Pageant grounds Gehan Rd., Canandaigua	8am
May 30	Oaks Corners Car Show	

May 16th Garage Tour

Please meet at the Phelps Community Center at 10am on Saturday, May 16th in the front parking lot. We will head to John's garage on Melvin Hill Road. After John's tour we will proceed to Rod-Tech in Hall for an open house/car show at noon. There will be parking at the shop and additional parking at the Fire House. Hope to see you for our first outing of the year.



Get Well Wishes

Best wishes to Jim Berry recuperating from recent surgery.



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



Happy Birthday to:

Rusty Smith 5/11
Anne Canne 5/11
Nancy Bauder 5/16



Happy Anniversary to:

Brenda & Dick Stearns 5/2
Nancy & Richard Dierks 5/10
Betty & Marty Reilly 5/14



Our Sympathies to:

Menna and Jim Berry on the passing of
Menna's sister, Elizabeth

APRIL 2015 MINUTES

The April 15, 2015 meeting was held at the Phelps Community Center and was opened at 7:30PM by our President Dick Stearns and began with the Pledge of Allegiance to our flag. 35 members were present.

SECRETARY'S REPORT - A motion was made by Rusty Smith to accept the March minutes. Seconded by Rita Canavan. Motion carried.

TREASURER'S REPORT – Treasurer, Brenda Stearns reported on the status of our accounts. A motion was made by Dave Dorf to accept the Treasurer's Report. Seconded by Pam Heald. Motion carried.

BOARD OF DIRECTOR'S REPORT - Matt Canavan reported that an E-Mail was sent out to the Board Members about a couple of things that needed their attention. The first one was a donation to the AACA Museum to support development of an AACA Regions and Chapters Education Center. Donna Goellner had received the letter in the Club's mailbox earlier this year. This would be a donation beyond our annual \$150.00 general donation to the Museum. He suggested \$100.00. The second one was that Jean Empson says she broke down and bought a new laptop. She purchased Microsoft Office 365 to get a copy of Microsoft Publisher, which is the software she uses to create "The Headliner" every month. It is \$75.00 per year and she wanted to know if the Club would reimburse her for this. Matt thought it seem to be a reasonable request. Both proposals were in agreement by all the Board Members. Donna will compose a letter and send out the check to the AACA Museum. Matt is working on some updates on the website.

SHOW COMMITTEE - George O'Neil, Chairman not present.

MEMBERSHIP COMMITTEE - Hank Goellner, Chairman, reported on a proposed telephone tree to call members when a meeting has to be cancelled. Pam Heald will run copies to hand out at the next meeting. GVACS expressed interest in our membership roster in exchange for theirs. Hank E-Mailed Pat Thorpe to ask about the exchange.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED – Allie and Dick Weis are on their way back home from Florida with their son-in-law driving them; Jim Berry had gall bladder surgery and is home; Menna Berry lost her sister last Saturday; it is good to see Phil and Verna Mendola here this evening. Donna Goellner had one correspondence about a golf tournament.

BUY SELL OR TRADE - Hank Goellner has contact information for a 1981 Oldsmobile Cutlass 4 Door Sedan with a 5.7 L V-8 diesel engine. Price is \$300.00 OBO.

OLD BUSINESS - None

NEW BUSINESS - John Mulford is willing to open up his garage for the Club on Saturday, May 16th in the morning. Pete Empson read off a list of the cars John owns. We would then go to Rod Tech rod shop in Hall, NY for their "spring fling open house". Senator Nozzolio is trying to get a one time lifetime registration for classic cars at the cost of \$100.00. It is believed it would raise \$20 million for New York State.

UPCOMING EVENTS FOR 2015:

May 24th Waterloo Car Show

August 9th Beers & Gears at the Genesee Brew House 25 Cataract Street Rochester

President Dick Stearns thanked the refreshment committee which consisted of Healds, Canavans and Rusty Smith.

Refreshments for the next meeting on May 20th at the Phelps Community Center will be Brenda Stearns, Isabel Potter and Bauders.

The Door Prize winner of a fancy flashlight was Dorothy Marino and the 50/50 winner was Verna Mendola.

The meeting was adjourned at 8:00PM by a motion from Rusty Smith and seconded by Pete Empson.

Respectfully submitted by:
Donna Goellner, Secretary

Here in America in 1905, an engineer named H. Piper filed a patent for a petrol-electric hybrid vehicle. His idea was to use an electric motor to assist an internal-combustion engine, enabling it to achieve 25 mph. There is no mention as to whether any of his vehicles were ever built.

So far, Honda's claims appear to be valid but in 1910, Commercial, a truck manufacturer in Philadelphia, Pa. started building a hybrid truck which used a four-cylinder gas engine to power a generator, eliminating the need for both transmission and battery pack. This truck was built in Philadelphia until 1918. Is this a true hybrid, or a gasoline - electric truck as are today's railroad locomotives diesel - electric? There is certainly room for some debate here.

Perhaps closer to a true hybrid going by today's terms, arrived in 1916 when two prominent electric-vehicle makers, Baker of Cleveland and Woods of Chicago, offered hybrid cars. Woods claimed that their hybrid reached a top speed of 35 mph and achieved fuel efficiency of 48 mpg. The Woods Dual Power was more expensive and less powerful than its gasoline competition, and therefore sold poorly.

By this time, gasoline engines had achieved sufficient power and reliability that the interest in hybrids waned. It wasn't until steeply rising oil prices in the 1960's and the Arab oil embargo of the 1970's that interest in hybrids was renewed. From 1968 to 1972 three scientists working at TRW, a major auto supplier, created a practical hybrid power train. Dr. Baruch Ber- man, Dr. George H. Gelb and Dr. Neal A. Richardson developed, demonstrated and patented the system—designated as an electromechanical transmission (EMT) providing brisk vehicle performance with an engine smaller than required by a conventional internal combustion engine drive. Many of the engineering concepts incorporated in that system are used in today's hybrids. During this period of research and development, in 1969 General Motors built their GM512. It was a very lightweight experi-

mental hybrid car, ran entirely on electric power up to 10 miles per hour. From 10 to 13 miles per hour, it ran on a combination of batteries and its two-cylinder gas engine. Above thirteen miles per hour, the GM 512 ran on gasoline. It could only reach 40 miles per hour.

So, was Honda the first hybrid car in America? You be the judge.

Much of the historical information in this post was obtained from <http://www.hybridcars.com/history-of-hybrid-vehicles/>

Be sure to check the updated events calendar elsewhere in this Headliner. I look forward to seeing you at the scheduled tours and our May 20th meeting.

Dick Stearns

NEW YORK SENATE INTRODUCES MEMORANDUM IN SUPPORT OF ONE TIME REGISTRATIONS.

Title of Bill: An act to amend the vehicle and traffic law, in relation to registration fees for historic vehicles.

Summary of Specific Provisions for Antique vehicles, street rods and custom vehicles. For each motor vehicle which is owned or operated as an exhibition piece or a collector's item, and which is used for participation in club activities, exhibits, tours, parades, occasional transportation and similar uses, but not used for general daily transportation, a one-time initial registration fee of one-hundred dollars.

Prior Legislative History: 2011-passed Senate: Held in Transportation Committee in Assembly. 2012-Passed Senate; Held in Transportation Committee in Assembly. 2013/2014-Held in Transportation Committee in Senate.

Introduced by Sen. Nozzolio

Carlisle Here We Come

The car season has begun for us with our annual trek to Carlisle, PA. We left on Tuesday and had good weather on the 5 hour ride. Enjoyed a little sun and wind outside the motel in the afternoon, dinner and an early bedtime. We arose on Wednesday early (5am) to head to the Carlisle Fairground Restaurant for breakfast.. We hit the swap meet at 7am. Many of the vendors were still setting up. We arrived early to retrieve a gas tank for Carl's '33 Ford. The thought was that we would beat the crowd. We actually beat the vendor. They finally arrived shortly after 8 and the tank was in Carl's van by 9am.

Now we were off to find those treasures we didn't know we needed. We did pick up a few things, but many of the vendors were not set up or they were covered up due to the weather. It rained for about 2 hours, from noon-2 but we stuck it out until 4. We then headed back to the motel and supper.

On Thursday, the weather was cold but dry. The grounds were a lot busier and more vendors had their merchandise out, but due to the wind, some were still covered. Small purchases were made by the Rapp's and us. Again we left around 4pm, had supper and turned in early.

On Friday we again were on our way at 6am, had breakfast at the restaurant and headed to the swap meet at 7am. The weather was still cool but the sun was out which made it feel better. Lots more vendors were open and lots more spectators were shopping. We made our way through the side hill and some of the cars for sale. We decided to head back to Subway for lunch and went down Row A, which I'm sure we had been down several times before and that's when we saw it. It was a sign that said "1941 Desoto parts". We stopped. He had some pretty nice bumpers, bumper guards, trunk latch, door handles, gauges, trunk emblem, front window seals and more. After some skillful negotiations, the deal was made. The vendor assisted us with his cart to transport our purchases to Carl's van. We

thanked him and then had to figure out how to pack everything in. Besides our previous small purchases, Carl had purchased his gas tank as well as a tailgate and 2 rear fenders. What a day! What a find! We had dinner that evening and then proceeded to take everything out of the van so we could repack to make room for our suitcases, carts and cooler. We made it.

On Saturday morning we headed home after stopping for breakfast. What a beginning to this year's car season.

Jean & Pete



Need your Help

Need families to host the following:

July 15th

Ice Cream Social

To be determined

Annual Banquet

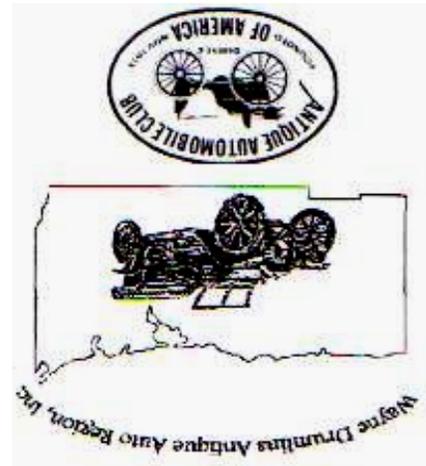
Thanks for considering this opportunity to support your club and it's members.

Pete



Happy Memorial Day

May 2015



FIRST CLASS MAIL

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