

The Wayne Drumlins Antique Auto Region

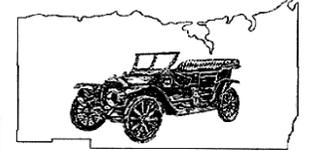


Headlines

Wayne Drumlins Antique Auto Region, Inc

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President's Message April 2012

I'm reading a 1952 book called "Fill 'er Up! The Story of 50 Years of Motoring" which is about early automotive history. The author, Bellamy Partridge grew up in Phelps and was a best-selling novelist in the 1940's. His most famous book (at least in Phelps) is "The Country Lawyer". The little law office of the actual country lawyer is still on Church Street in the village. Bellamy Partridge also wrote the novel "Excuse My Dust" about the earliest cars and repairmen in Phelps. (A really dumb movie starring the comedian Red Skelton was made under the same title.)

When "Fill 'er Up!" was written in 1952 some of the automotive pioneers were still alive to tell their stories. The book was written to commemorate the first 50 years of the AAA organization. What is interesting is how the early car clubs had to help each other by posting directional signs on the unmarked roads and fixing potholes because there was no highway department. Drivers back then had to put up with tire sabotage from kids and farmers who put tacks and glass on the road. Automobile owners had to stick together to help each other make impromptu repairs whenever they broke down which was often. We have it so easy now. Motorists expect well marked great roads, not to mention reliable safe cars. We complain about the price of fuel today. Back 100 years ago you didn't know where you might find it, maybe in a grocery or paint store for quart bottles of gasoline.

Even today, car clubs are a good idea. If you are driving an old car it's still worthwhile to travel with friends who can help each other and have a good time in spite of obstacles.

Our club is beginning to plan for some new summer activities. Sally Morrow announced Car Games Day on June 9th which will be lots of fun. The Great Race parade/event is June 28th in Fairport and Howard Sharp needs other Drumlins members to join the festivities and help out.

You may have heard by now that Loren and Martha are moving to Africa in July. Martha has a new job with Peace Corps in Swaziland so we are busy packing and getting ready. My last meeting as President will be in May. Matt Canavan will take over the leadership at that point, so we will need someone to help out with the vice-president duties.

- Loren

2012 CLUB CALENDAR

April 18 Monthly Meeting at Phelps Community Center 7:00PM
 refreshments by Canavan, Potter, Knowlton and Marino families

May 16 Monthly Meeting at Phelps Community Center 7:00PM

June 9 Games Day hosted by Sally & Ed Morrow

April 22 Early Ford V-8 Indoor Auto Flea Market

Apr. 25-29 Spring Carlisle

May 13 ? 18th BOCES Car Show at Flint

May 18-20 43rd Annual Flea Market & Car Corral at Dunkirk

May 20 KSK Car Show at the Newark Sr. High School

May 27 47th Car Show and Flea Market at Norwich

May 27 12th Annual Wheels on Main Street at Waterloo

June 3 35th Annual Fun Meet & Flea Market at Chemung County Fairgrounds

June 28 The "Great Race" comes to Fairport
 underlined events count as a club function for the participation award

Welcome New Members:

John & Margaret Mulford who own a 1935 Rolls Royce Drop Head Coupe, a 1931 Model A Ford Roadster, a 1930 Model A Pickup, a 1909 Cadillac Touring, a 1905 Columbus Electric Stanhope and a 1978 MGB convertible.

-and-

Henry (Hank) & Donna Goellner who own a 1952 Packard

Buy, Sell or Trade:



For Sale:
 Head intake and carb for a 250 cubic inch Chevy
 A 455 Olds block and crank and a 265 cubic inch '56
 Chevy power pack—2000 miles.
 Call Jerry Lynn at 315-585-2259



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



Happy Birthday to:

Leslie Askin 4/7
 Pete Empson 4/17
 Steve Heald 4/17
 Phil Dean 4/25



Happy Anniversary to:

Sally & Ed Morrow 4/20
 Allie & Dick Weis 4/26
 Leslie & Jim Askin 4/27

MARCH 2012 MINUTES

The March 21st, 2012 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. 33 members were present.

SECRETARY REPORT- A motion was made by Stan Herdman to accept the February minutes as published in the Headliner. Seconded by Pat Race. Motion Carried.

TREASURER REPORT- Treasurer, Rita Canavan reported on the status of our accounts which are down. A deposit has been made to the town of Marion for the 2012 car show. A motion to accept the Treasurer report was made by Jim Askin and seconded by Bruce Knowlton. Motion carried.

BOARD OF DIRECTORS- No Report, Steve Heald was not present. Loren asked to meet with the Board of Directors after the meeting.

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

MEMBERSHIP COMMITTEE- Janet Knowlton, Chairperson welcomed new members Hank and Donna Goellner to the club. Also Janet announced that two more new members John and Margaret Mulford have joined the club. There are still free memberships available. The new rosters will be distributed in April, if you have any changes please advise Janet.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED-

We received a thank you letter from the AACA Library and Research Center for our donation.

BUY SELL OR TRADE- Gerald Lynn has Chevy 250 parts for sale. Details will be in the Headliner.

OLD BUSINESS- Loren reminded everyone about the Great Race which will be going through Fairport on June 28th. Howard Sharp a member of our club won last year. Loren advised members that volunteers are needed and an assignment sheet was passed around to

members.

Loren thanked everyone who attended the Elks Club breakfast and a special thank you to Carl and Annette for hosting the event.

Matt Canavan reported that we need more pictures of club member's cars for the web site. Please forward your pictures to Matt.

NEW BUSINESS- Loren reported that at our May 16th meeting individuals from the GM Honeoye Falls Fuel Cell facility will be making a presentation on Fuel Cell technology.

Loren reported that we need more people to get involved in planning club activities. Sally Morrow has reserved the Town of Seneca pavilion for Saturday June 9th for games day. More information to follow on the event. Don Combes advised that a car show will be held at the Newark High School on Sunday May 20th.

Loren advised that an article in the Phelps Historical news letter by F. Lee Johnson on his 32 Ford and the Jackson Drag Strip was very interesting and available for members review. Jean and Pete Empson were recognized by the AACA for their excellent work as editors of the Headliner.

Loren announced that the May meeting will be his last meeting as President. Martha has accepted a job in South Africa and they will be leaving for their new adventure soon after the May meeting.

REFRESHMENTS FOR NEXT MONTH- Rita Canavan, Isabel Potter, Janet Knowlton and Dorothy Marino.

DOOR PRIZE WINNER- Hank and Donna Goellner

50/50 WINNER- Rita Canavan

Meeting was adjourned at 8:00 pm by a motion from Stan Herdman and seconded by Isabel Potter.

Respectfully submitted by:
Leslie Askin Secretary

Our deepest sympathies to the family of Dewitt E. Morley

who at age 95, passed away Thursday, March 22, 2012 in the Newark-Wayne Community Hospital. Dewitt was born October 6, 1916, in Bingham Township, PA.. Dewitt and Ruth were married for 70 years. A World War II Veteran, he served honorably with the US Army Air Corps from 1942 – 1946. Dewitt spent many years in the automotive service industry. He was a member of the Ontario First Baptist Church, Ontario, NY, Jacob Schaeffer American Legion Post #810 in Naples, NY, and a charter member of the Wayne Drumlins Antique Automobile Club. In lieu of flowers, memorials may be made to Carl E. Hyde American Legion Post #963, P.O. Box 236, Ulysses, PA 16948, the Ontario First Baptist Church, 1929 Ridge Road, Ontario, NY 14519, or a charity of the donor's choice.

My Bonus Built

Jim Bollman

I have loved the 1948-50 Ford Bonus Built trucks for as long as I can remember. I was never sure what drew me to the fat fender style with the simple grill. A few years ago while looking through some of my Dad's old 35 mm slides I found a picture of a Bonus Built panel delivery that he used as a service truck when I was around 3 or 4 years old. Mystery solved, it imprinted on me.

It was a long time before my first Bonus Built, they were popular, they were more money, so I bought something else. When I decided I needed a bigger road vehicle to go with my collection of Crosleys, I found a 1958 Willys FC170. After 13 years of cabover ownership I stumbled on to an affordable 1950 F5 with extended flat bed with 2 speed rear axle and PTO winch. Seemed like an ideal truck to haul Crosleys and have fun. I bought it and drove it 100 miles home with no problems except incorrect instructed on how to shift the rear axle (made the hills on 20A fun). It looked a lot smaller in the owners front yard than when I got it home and squeezed it into my shop. It had a valid inspection (previous owner), but it needed 6 new tires (maybe rims if no one would mount on the old style wheels) and probably a bigger building. After sev-

eral weeks playing I put it up for sale and sold it to a fellow in PA. He drove it 300+ miles home, no problems, it was running so well he took interstates most of the way home and made as good a time as I could have in a modern truck. Oh well, it found a good home. The FC found an equally good home in IL.

For the next 6 years, a 1966 Ford Ranchero filled the bill. After the first few years the itch to change got the best of me and I started looking for a Studebaker Champ. Then the light bulb went on and I realized what I really wanted wouldn't cost all that much more and I stopped looking for a Champ and started looking for an F1, F2 or F3. I had learned from the F5.

After a year plus of looking for the right Bonus Built, I see a nice 1950 F1 stake on eBay (even the same color as my Dad's BB). It was late enough when I spotted it that Pat had already gone to bed. Looking on a map the truck was only an hour from a close friend (Deane) that is also a car collector. I sent him an email to see if he could make a trip up to see it. I also exchanged a couple of quick emails with the owner. Next morning before I had a chance to tell Pat about the truck, Deane calls and Pat answers the phone. He proceeds to tell her he is calling about the truck that I want to buy. She hands me the phone and says, "It's Deane, is it in addition to the Ranchero or in place of it", I say "in place of" and she said Merry Christmas (it is only October but a good sign). Deane called the owner and made arrangements to see the F1 later that day. When he calls me back he starts with, "if you don't buy it I will". After telling me the good and bad (not much bad), I called the owner and asked a couple more questions and clicked Buy It Now.

Here is what I know of the history of my truck. George moved his family from Tennessee to Michigan in 1962 with his 1950 F1. I have not been able to verify if he was the original owner, Alzheimer's took that before I could ask. George was a vegetable farmer, he used the Ford to haul produce to his vegetable stand 3 miles away. In 1972 George purchased a new truck and put the old truck, with 9236 original miles, in the barn. In 2008, barely visible under 36 years of vegetable boxes, crates etc it was found by Marv. George would only sell it as a package deal with all his tractors and farm equipment, Marv bought it all.

Marv picks a project to recondition each Winter, usually a truck or tractor. He shows the finished project for a Summer then decides to keep or sell. Notice I said recondition, Marv was careful not to claim the truck was restored. He fixed/restored/replaced the parts that need it and left the rest alone. The engine was completely gone through, even with the low mileage, because of the years of storage. Some of the interior is original, glass is all original, new gas tank with electric fuel pump to prime the system, all new brake system, old racks and bed floor from when George used the truck, etc. He showed it the Summer of 2009 with a Ford flathead V8 engine air compressor conversion on the back. I bought the truck in October 2009. Glad it didn't make the cut to stay in Michigan.

Marv drove it down to Deane's house as part of the deal and Deane stored it till I could get out at Thanksgiving time to pick it up. Good thing I took it out for a nice drive in Ohio because the day after we got home it started raining then snowing, so it was tucked in the barn till Spring.

Marv put around 600 miles on the truck the Summer he showed it. I put an additional 1200 on the first Summer. The only failure in the first 1800 miles was a loose power valve in the carb during my Summer of driving. I didn't know what was wrong but Dick Weis immediately told me it was a bad power valve after 10 seconds of hearing it run. Told me how to change it and where to get a good replacement (didn't know it was just loose then). I haven't made many changes to it because it was close to being just the way I wanted it. I added an ahooga horn for driving fun and beauty rings to the wheels, and flipped the raised white letter tires in to show black walls. I wanted to display my Crosley tractor on the back at some shows, so I built lower racks to make it more visible and give me more visibility while driving. The new racks, after aging for a Winter were stained dark green. The tall racks are hanging on the wall for when I want to play farmer. I added some neat bed tie downs and an invisible sound system, I may write about if there is interest.

The second summer was a bit to busy and I only put on a little over 600 miles. Wasn't as uneventful as the first 1800 miles. The transmission started giving me trouble. Dick jumped in and told me it was easy to pull and he would tear it down if I wanted.

He was right it did come out easy but there was more wrong than he had parts for so off it went to a fellow in Oak Orchard (Charlie) for a rebuild. He replaced the case, a couple of gears and all the standard things. When I first looked in from the top nothing looked bad but when Charlie looked it over he said someone (George?) in the distant past had run it low on oil and the shaft had worn through the thrust washers into the case then that caused other problems. He was very fast and reasonable and the truck was back on the road a bit over a week later. Oh and the power valve loosened again. I tightened it a bit more this time but old pot metal is scary to torque down on.

By the way the Ranchero found a new home with Ron VanCamp



A Thank you from our Christmas Families

“Our family was overwhelmed by your generosity. They loved and appreciated everything they received. Thanks again, you made Christmas extra special for this family.

Thank you & God Bless”

Family #1



We received a really nice thank you note for the family that we supported for Christmas. She was very emotional when the gift was presented.

Pam (for Family #2)



1956 Dodge Custom Royal

April 2012



FIRST CLASS MAIL

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