

# The Wayne Drumlins Antique Auto Region

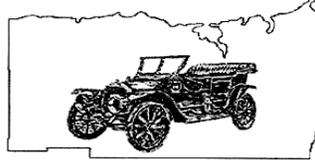


## Headlines



Volume 37 Issue 1

Wayne Drumlins Antique Auto Region, Inc.



FEBRUARY 2012

Published by and for the Wayne Drumlins Antique Auto Region Inc.

### PRESIDENT

**Loren Gifford**  
5242 County Rd. 11  
Rushville, NY 14544

### VICE PRESIDENT

**Matt Canavan**  
1672 State Rd. 444  
Victor, NY 14564  
585-924-3293

### SECRETARY

**Leslie Askin**  
847 Castle Rd.  
Geneva, NY 14456  
315-789-6452

### TREASURER

**Rita Canavan**  
1672 State Rd. 444  
Victor, NY 14564  
585-924-3293

### BOARD OF DIRECTORS

**Steven Heald, Chairperson**  
**Pat Race**  
**Charles Bauder**  
**Jim Askin**  
**George O'Neil**

### SHOW COMMITTEE

**George O'Neil**

### MEMBERSHIP

**Janet Knowlton**  
1774 Lester Rd.  
Phelps, NY 14532  
315-548-5178  
jmk1774@gmail.com

### HISTORIAN

**Amy Ressue**

### NEWSLETTER

#### EDITORS

**Jean & Peter Empson**  
1267 Ridley Rd.  
Phelps, NY 14532  
315-548-3168  
jempson@fltg.net



## President's Message February 2012

Hello Wayne Drumlins members,

First, I want to say thank you for all the wonderful cards and messages of condolence upon the passing of my mother, Dorothea. This shows again how much support our members provide for each other. We are planning a memorial service in Phelps in late Spring. Dorothea's first marriage was to a car nut, my Dad, Bob Gifford. The photo shows "Dot" in front of Bob's 1932 Packard Light 8 roadster, sometime in the late 50's. By this time Bob had already sold it to his friend, Pete Furfari of DiPacific's Restaurant in Farmington, because it was Pete who had painted it copper. Pete needed help storing and maintaining the Packard so we still had use of it for quite awhile.

On another subject, a few weeks ago there was a meeting to plan for a national, non-AACA event called the Great Race, which is an elaborate time/distance rally for old cars. The route this year passes through Fairport, NY on June 28th. They will be asking for help from Wayne Drumlins and GVACS to participate in the patriotic parade on Main Street over the canal which sounds like fun. More information on the Great Race is online at [www.greatrace.com](http://www.greatrace.com).

At the upcoming AACA Annual Meeting in Philadelphia our friends in other regions will be asking when we will be organizing our own tour of the beautiful vineyards, lakes and orchards that is home to Wayne Drumlins. Is this something we want to do?

- Loren

# CLUB CALENDAR



<u>February 9-11, 2012</u>	<u>Annual Meeting in Philadelphia, PA</u>	
<u>February 15, 2012</u>	<u>Monthly Meeting at Phelps Community Center</u>	<u>7:00PM</u>
<u>February 19, 2012</u>	<u>Breakfast at the Elks Club, Canandaigua</u>	<u>8:30AM</u>

underlined events count as a club function for the participation award

*Wayne Drumlins Antique Auto Region, Inc.*

Note from Membership Chairman

There are still some members who have not paid their 2012 dues. Our club is required to submit to AACA a list of our 2012 members by March 1st. If you have not renewed your Wayne Drumlins 2012 membership, you can do so at the February 15th meeting or you can mail your \$10.00 check payable to Wayne Drumlins Antique Auto Club Region, Inc to the following address: Janet Knowlton, 1774 Lester Rd, Phelps, N.Y. 14532.

Remember you must have renewed your AACA dues for 2012.



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



## Happy Birthday to:

Menna Berry 2/2  
Bea Duffy 2/17  
Dave Dorf 2/20  
Anne Rapp 2/25

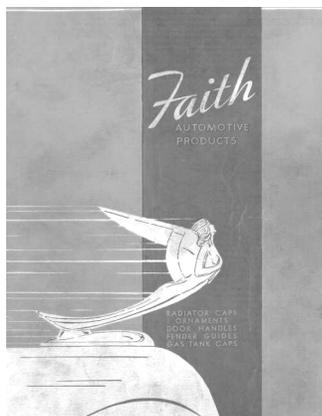


## Happy Anniversary to:

Pat & Mike Race 2/14  
Janet & Bruce Knowlton 2/27  
Dorothy & Joe Marino 2/27

If you are a newer Wayne Drumlins member, please let me know your Birthday and Anniversaries for the Headliner. If you like the "Headliner" e-mailed, please send me a note at [jempson@fltg.net](mailto:jempson@fltg.net) or let me know at a meeting.  
Jean

## A Brief History of the Automotive Mascot



For as long as automobiles have existed, their owners have looked for ways to personalize them. One such automotive accessory was the mascot, a radiator cap which also doubled as a small sculpture of self-expression. While mascots surged in

popularity after the invention of the automobile, they all but disappeared by the 1940s thanks to streamlining and would only later return as an extension of trim.

While Lord Montagu of England was the first known person to place a mascot on their car (an 1896 Daimler), a growing number of resourceful people used their own materials to give their car a unique touch. Club badges, paper weights and ashtray sculptures were among some of the objects affixed to radiator caps. Even eagles from flagpoles were sawed off to serve as mascots.

In the years that followed, entrepreneurs began manufacturing mascots to meet the needs of a growing niche market. Up into the 1920s and 30s, manufacturers in France and England gained a reputation for high quality mascots which were often cast in silver or bronze. Lalique of France even produced fine pieces made of glass. By contrast, most American mascots were considered of lesser quality, usually made of pewter or pot metal. While quality was sacrificed, mass production through die-casting meant that many mascots were well within reach of the general public.

Aside from a few instances, it wasn't until the 1920s before automobile manufacturers began offering their own mascots for their cars. Most of these were sold as optional accessories. Subjects symbolizing speed were frequently used, such as birds and mythological figures. Still, others chose to use their com-

pany's logo.

By the 1920s, motometers were widely used to cap the radiator and gauge its temperature. The location of this device marked a decline in mascot production. However, some companies like Boyce worked around the issue by creating pieces which integrated the motometer into their design.

Once car manufacturers began placing the temperature indicator on the dashboard in the late 1920s and 30s, there was a short-lived resurgence of mascots. During this period, however, streamlining led to a decline in the mascot's use as a form of self-expression. Matters were worsened by the fact that safety experts in the U.S. government believed mascots were potentially hazardous. By 1942, mascots had been almost completely phased out.

While there was a renewed interest in mascots beginning in the 1970s, they were mainly used to accent the trim. However, this change has had little impact on the mascot's current desirability as a popular collectible.

YOUR MONOGRAM ACROSS ITS FACE

*The Crest of Beauty*  
OF EVERY WELL DRESSED CAR

OUR CAR is the reflection of the refinement of your nature. A Monogram self-locking radiator cap is your mark of distinction—the mark which removes your car from the commonplace and puts it among the thoroughbreds of the boulevard. It is furnished in either all-metal design beautifully nickelled or with tips of rarest imported Pedrara Onyx.

And too—the Monogram cap is a necessity—your protection against theft of either cap or temperature meter.

Refuse substitutes—all eyes feast and envy while you ride behind this gorgeous cap—the Original with your MONOGRAM across its face.

Insist that your dealer show you a MONOGRAM. Ask him to show you Monogram Illuminated and Locking Gear Shift Balls. Write for descriptive literature.

THE KINGSLEY-MILLER COMPANY  
AUTOMOTIVE PRODUCTS  
602 W. Jackson Boulevard, Chicago  
Export Department Cable Address: GENACO, Chicago, Ill.

**MONOGRAM**  
ORIGINAL  
SELF LOCKING RADIATOR CAP

The AACA Library has a wealth of information on mascots & radiator caps in our uncataloged files. While you won't find listings in our online catalog simply contact us and we will search through our ads, sales brochures, parts catalogs, photos, and reference books to find exactly what you are looking for.

Article provided by "The Speedster", an AACA publication.

### Wayne Drumlins Year End Banquet



Steve and Loren presenting Rusty Smith, with the Wayne Brownell Award at the Year End Banquet.



Steve and Loren presenting Charlie Bauder with the Stu Adair Award at the Year End Banquet

## I remember when...

By Mack McDougal  
Amarillo Region-AACA

Our past president, Gene Smith, presented a story of today's approach to selling gas to the public in this day and time. The restrooms were dirty; the attendant sat in a protective cage and dealt insults while reading a novel. It was different in the days of our youths.

Sitting in the back seat of the family Studebaker and learning that you were on the way to the service station was cause for excitement. The *show* started as the car drove onto the lot, DING-DING. That was the ringmaster's signal for a whole troop of service station attendants to actually run to your car and set their skills in motion. One of the men would raise the hood and hide under there. "What's he doing Daddy?" "He is checking the water level in the radiator, the battery water, and... The man would then bring a stick to the window and say, "It looks like you need a quart of Good Gulf paraffin-based oil!"

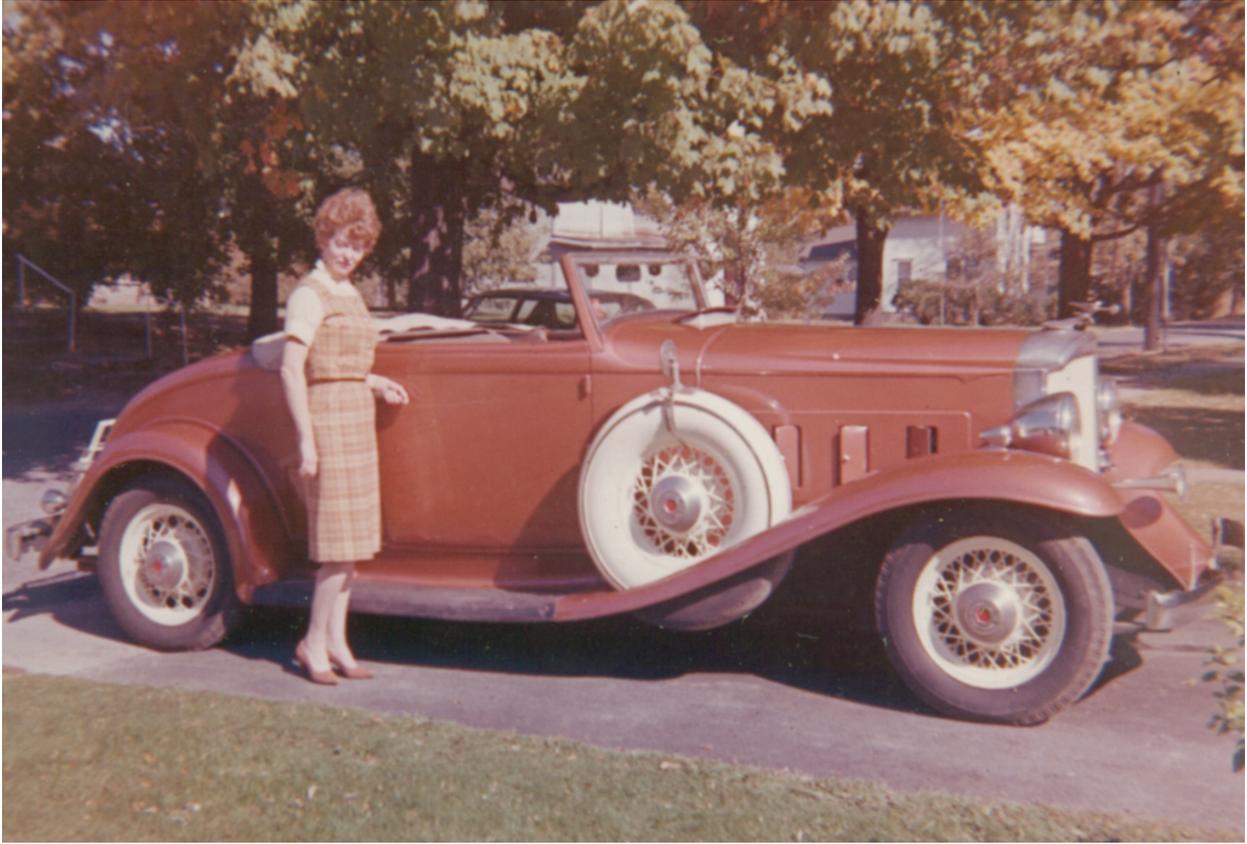
Another fellow would play hide and seek by the windows; he started by hiding by my window, ducking-down to make a hissing sound and then rising up and going to the front of the car and ducking-down to make the hissing sound again. He always played this game four times and would end it by telling Daddy, "You've got 32 all the way around, sir!"

Another fellow would spray something on the windows and then rub it off. It squeaked a lot and made the car rock back and forth. That was always fun. A fourth man took a hose from a tall orange machine and stuck it in the back of the car somewhere. The machine looked like a clock, but the hands went a lot faster and it would make a *DING* when the hands pointed to each number. After all of the men finished their games, one last man would stand by Daddy's window and smile really big and say, "That'll be three dollars and seventy cents, sir."

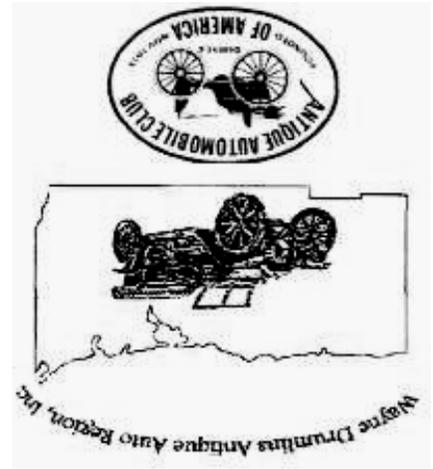
That was my cue to say, "I have to go potty". Daddy would get out and lean his seat forward and help me and my dolly out of the car. The ladies room was at the side of the service station. It always had a shiny white door and a sign that said, REGIS-TERED RESTROOM. It always smelled nice in there. My dolly and I would play on the little couch until Daddy knocked on the door to let us know it was time to leave.

After we got back in the car and ran over the hose that made the ding-ding sound, I would look out the back window at the men who were waving at us. They all wore bow ties and dressed alike. One of them usually put his hand up to his hat and smiled really big.





February 2012



FIRST CLASS MAIL

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