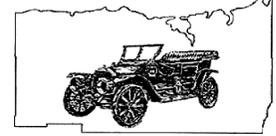


The Wayne Drumlins Antique Auto Region



Headlines

Wayne Drumlins Antique Auto Region, Inc.



Volume 38 Issue 4



MAY 2013

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

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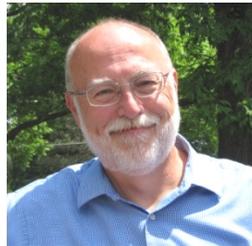
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President's Message May 2013

A few days back day I was nudging along in bumper-to-bumper traffic, and slowly passed a flatbed truck in the right lane that carried a tired looking car from, I'd guess, the early 1930s. I know Fords from that era, and this was not one of those, but beyond that I'm not sure of the make and model. It got me thinking, helped along by the ebb and flow of the traffic all around me. Here was a likely mainstream vehicle of maybe 75 years ago, perched high above the rest of us, silently riding along and not subject to the indignity of three lanes of mostly stationary traffic. It had lived a long while so far, and although tired from perhaps a hard life, looked good for something mostly metal and rubber and outside in the elements. It thus far had witnessed much history, human and otherwise, and an evolution in its own environs from dirt roads to paved roads to interstates. Hopefully it was on its way to a restoration or a rebuild of some sort so that at least in its bones it would continue to bear witness to our achievements and our follies.

Old cars are attractive as displays of the mechanical and stylistic creativity of their era, but they are equally time machines drawing the past and present together to lay the foundation of our hobby. Let's have fun, but respect our old cars as they drive us into the future for another 75 years or so.

One other note: we are on the verge of another season of summer activities. Keep our veteran members in mind and if they're not driving a car, see if they'd like to ride along. More fun for everybody.

Matt

2013 CLUB CALENDAR

May 15	Monthly Meeting at the Phelps Community Center Refreshments by Canavan and Heald families	7:30 PM
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May 19 Finger Lakes BOCES Annual Car Show & Flea Market 10 AM

May 17-19 Dunkirk 45th Annual Flea Market & Car Corral
Chautauqua County Fairgrounds

May 25-26 Norwich 48th Car Show & Flea Market

May 26 Waterloo 13th Annual Wheels on Main St. Car Show 9AM-4PM

June 2	Twin Tiers Car Show at the Chemung County Fairgrounds
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June 15	Games Day at Seneca Town Park
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June 19	Monthly Meeting at the Phelps Community Center	7:30 PM
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For Buy, Sale or Trade

For Sale:



1979 Z28 Camaro and 1972 Z28 Camaro parts.
Call for details-315-536-3314 Joe Chiaverini

'30-31 Ford Model A Pickup Box and rear fenders. Call Roger Tumber 315-277-5118 or Hank Goellner at 315-331-6046

2 Fiberglass fenders for 1970 or 1980 Ford Pickup truck box. Call Carl 585-396-1721



Happy Birthday to:

Rusty Smith 5/11
Nancy Bauder 5/16



Happy Anniversary to:

Brenda & Dick Stearns 5/2
Barb & George Grube 5/9
Nancy & Richard Dierks 5/10



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

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

Jean



APRIL 2013 MINUTES

The April 17th, 2013 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. 33 members were present.

SECRETARY REPORT- A motion was made by Stan Herdman to accept the March minutes as published in the Headliner. Seconded by Pam Heald. Motion Carried.

TREASURER REPORT- Treasurer, Rita Canavan reported on the status of our accounts. Steve Heald advised that Charlie Bauder reported that he has completed the audit of our financial books and everything is in order. Great job by Rita! A motion was made by Pam Heald to accept the treasurer's report. Seconded by Jim Askin. Motion Carried.

BOARD OF DIRECTORS- Steve Heald, Chairman advised there was no report at this time. All snowbirds were welcomed back.

SHOW COMMITTEE- George O'Neil, Chairman not present. The monthly meeting for August will be held on the second Wednesday of August.

MEMBERSHIP COMMITTEE- Hank Goellner, Chairman not present. The 2013 roster should be completed in May. If you have any changes please advise Hank. Hank is experiencing some health problem's so if anyone has an interest in assuming the Membership Committee Chairperson position please advise Hank or Matt. Ray Howard of Phelps has become a new member of the club.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED- Bruce and Janet Knowlton are doing well. Jim and Bea Duffy are also improving.

BUY SELL OR TRADE- Joe Chiaverini has Camaro parts for sale. Please see the Headliner for details.

OLD BUSINESS- Matt is working on keeping the Web Site current and would like some help. Dick Stearns offered to assist with the Web Site. Jim Berry advised that he has extensions for the participation boards if any-

one requires one.

Steve has AACA car raffle tickets for sale. First place is a 1973 Ford Mustang convertible or \$15,000 in cash. Second place is \$2,000 and third place is \$1,000. The drawing will be October 12, 2013.

NEW BUSINESS – The AACA inquired if any members have belonged to the AACA for 50 years or more. Norma Herendeen advised that she has been a member for 50 years. Charlie and Nancy Bauder were chosen to have their car featured for the 2013 car show flyer.

Coming events- May 4th Salvage Yard Auction Adams NY. Meet at the McGee Diner at 6 am. Contact Pete & Jean Empson for details.

May 26th Wheels on Main St. in Waterloo NY. June 2nd Twin Tiers car show at Horseheads NY. Jean and Pete Empson hosts.

June 15th Games Day at the Seneca Town Park Pavilion. Ed and Sally Morrow hosts.

July 17th at 5pm the President's Picnic\July meeting will be held at Matt and Rita Canavan's home.

Saturday Sept. 7th there will a porch picnic at Dick and Brenda Stearns.

Rusty has worked with Days Tour to outline a trip to Buffalo on Oct. 19th. More details to follow.

Rita Canavan is working on the Holiday Banquet. More discussion at future meetings. Other events are being reviewed.

Participation award plaques were given to Norma Herendeen\Dave Lentz, Gerald Burnham and Stan Herdman

REFRESHMENTS FOR NEXT MONTH- Rita Canavan and Pam Heald

DOOR PRIZE WINNER- Jim Askin

50/50 WINNER- Dave Dorf

Meeting was adjourned at 8:10 pm by a motion from Stan Herdman and seconded by Sally Morrow.

Respectfully submitted by:
Leslie Askin, Secretary



Let us eat cake! A birthday celebration for Pete and Steve at the April meeting.

Note from Loren and Martha



We spotted this 1957 Ford along the road in rural Lesotho, a tiny, mountainous country that is surrounded by South Africa. This was on our route from Swaziland to Capetown, South Africa and back earlier this month. - Loren & Martha

Twin Tiers Car Show Sunday, June 2nd

If you are interested in attending the Car Show at the Chemung County Fairgrounds on June 2nd, please let us know. We will send in your car information and fee. The cost is \$5 and we will need to know by May 15th. We will have registration forms

Jean & Pete

2013 Roster Updates:

If your address, phone number, or e-mail address has changed, please let Hank know so the club roster can be updated. Also if you have traded, bought or sold a vehicle, don't forget to update that information as well. Hank's phone # is 315-331-6046 and his email is hgoellner@rochester.rr.com



On our yearly trek to Spring Carlisle this year we stopped at Hershey for a visit to the AACA Museum and the Chocolate Factory. We saw this. Do you know what it is? The future is upon us.

AACA Library & Research Center

A Letter from "the Man who Owned One"

By: Matthew Hocker

Here at the Library, unusual finds sometimes turn up in the most unlikely of places. While going through donated books, I grabbed a small tour book from 1912. Upon opening the book and briefly paging through its contents, I encountered an unassuming folded set of white papers. Initially, I suspected these were merely the original owner's historical notes left behind for future reference. As I began to slowly unfold the aging yellowed sheets, however, my eyes widened.

At the top of each sheet was the image of a regal looking gentleman, his bust floating behind a sea of sepia-colored clouds. Below that, lay the return address of a Mr. O. A. Albright, a dentist from Toledo, Ohio. Scrawled in the upper left-hand corner was the date, "Nov. 14th 1906." This was a bona fide early 20th Century letter!

After scanning over the handwritten script, it became clear that Mr. Albright was trying to sell his then-relatively new car. In response to a prospective buyer (whose letter we unfortunately do not have) he lamented, "My time is limited through the day. Consequently it did not get much use as I only had evenings to take it out." At that point and time, automobiles were regarded as little more than "playthings" for the more affluent. It would take a drop in price and the construction of more accommodating roads before their practicality was realized.

While Albright went to great lengths in describing his car, right down to the accessories, he never indicated the make in his correspondence. He simply referred to a Model S with "...all of the 1906 improvements in the mechanical part, even to the tires which are the Goodyear detachable [type]." According to Albright, the car featured a thirty to thirty-five horsepower engine, 34"x4" tires, as well as a tonneau.

It would have appeared that I had my work cut out for me. Fortunately, the Model S label narrowed down the possibilities to a few manufacturers. Although Ford made a Model S, theirs was introduced during the 1907 model year. Strike one!

A look through the 1906 *Handbook of Gasoline Automobiles* revealed Olds Motor Works of Lansing, Michigan manufactured a Model S that year. Could this have been the vehicle Albright was selling? While the Handbook listed it was available in dark green, Olds' version sported slightly smaller tires and a twenty-six to twenty-eight horsepower engine. Strike two!

None of the other manufacturers listed in the Handbook featured a Model S. Determined, I searched Google for "1906 Model S," and one of the first results was for Packard. Checking out the *Standard Catalog of American Cars 1805-1942* confirmed Packard indeed introduced their Model S for 1906. Packard cars in the Handbook were listed as Model 24 (24 indicating horsepower), which is why they didn't stand out. At some point in 1906, Packard ditched their lettering system in favor of numbers.

Although the 1906 Packard officially featured a four cylinder twenty-four horsepower engine, testing indicated it was capable of up to anywhere between forty and fifty. Therefore, Albright's numbers, while lower, were within the realm of possibility. Richlieu blue was the standard color, though other colors were available at extra cost, including green.

The most telling connection, however, was the indicated tire size of 34"x4". According to the Standard Catalog, Packard's front tires were this size, while the rear tires were 34"x4.5". Unfortunately, Albright's letter doesn't differentiate between the two sides.

Something wasn't adding up, so I reread the letter to see if I had missed anything. Albright claimed to "have had the car since last May," indicating he owned the car since the spring of 1905. The problem here was that Packard didn't begin production of the Model S until September 1905! Another line read, "...in reply [I] will say that a Model 'S' is practically of the 1905 type." Suddenly, the truth seemed closer. Albright was not selling a Model S but, instead, was comparing it to his 1905 car made by the same manufacturer.

In 1905, Packard was selling the Model N and, while 1905 and 1906 cars were similar in appearance, the Model S wheelbase (with the exception of the runabout) was lengthened from 106" to 119". More importantly, all tires on the Model N were 34"x4", thereby matching Albright's description. Although Olds Motor Works also offered a Model S in 1906, tire sizes of 1905 models proved too small to measure up.

While the Model N appeared to be the most likely candidate, one troubling point remained in Albright's reference to the engine. Model N specifications indicated a 28 brake horsepower engine, not the thirty to thirty-five indicated by Albright.

There are a couple possible explanations for this inconsistency. For one, Albright may have had a more powerful engine installed. Alternatively, he may not have had his facts straight, as the general public had limited knowledge of cars in the early years of the automobile. For example, Albright may have accidentally relied upon faulty memory in drafting his description, perhaps referencing the car's speed, as ads claimed the Model N was capable of reaching more than 33.5 MPH.

In situations where you can't "ask the man who owned one," it is important to let the research guide you to the truth. Some paths to the answers we seek are more clear-cut than

others, and we must always be open to the possibility that another piece of the puzzle may lay hidden, waiting to fill out the big picture. Whether you're interested in restoring your 1963 Corvette to original condition or want to know why the Edsel failed, the thrill of discovery awaits you here at the Library each and every day.

———Courtesy of "The Speedster"

Enter to Win a 1973 Mustang!



Each \$20 ticket has a chance to win a 1973 Mustang (or \$15,000 cash), \$2,000 cash, or \$1,000 cash. Proceeds benefit the Antique Automobile Club of America, The AACA Library & Research Center, and The AACA Museum. The drawing will take place on October 12, 2013 at the AACA Fall Meet. **See Steve for tickets.**

- Less than 25,000 Miles
- Exterior: Red
- Interior: White
- Newly Rebuilt Engine
- Newly Rebuilt Air Conditioning system converted to r134a

Winner need not be present to win and is responsible for all taxes. Mustang Donated by George and Margaret Vitale.

Charging ahead in '66

The Charger was Dodge's answer to the fastback craze. It was a participant in the "Dodge Rebellion," an advertising and promotional campaign that pushed high-performance motoring, and it was dramatically different than all competitors when it arrived.

The Charger was based on the Coronet platform and had essentially the same lower body styling, but with a more streamlined fastback roof and rich interior appointments and trimmings. With its low and wide roof line, the Charger showcased a drastic interpretation of fastback styling. Its "electric razor" grille was also quite distinctive looking.

It was big and wide, which gave it a distinctive "flat" look to distinguish it from other muscle cars. It combined Mopar's bright, clean interior styling with some of the company's best engine options to create a package that had no peers.

Dodge called its 1966 Charger a "Sports Sedan," even though it was really a sport coupe. This was an attempt to widen its sales appeal beyond the youth market and to stress its cargo-carrying abilities. With a full-size 117 inch wheelbase and 203.6 inches of overall length, the Charger was certainly roomy. And its 75.3 inch width didn't hurt either. With seating for only four on its front and rear bucket seats, the Charger was not really sedan-like in the passenger-carrying category, either. Its real appeal was its sporty flavor.

Soon after the Charger arrived on the scene, almost every car enthusiast magazine rushed to take a test drive and publish the results. The Charger was new and exciting and having the car featured on the cover of a magazine was a sure way to pump up circulation and newsstand sales.

Most magazines tested Chargers with the 383-cid V-8, a big-block engine that cranked

out 325 hp at 4800 rpm. This combination was quite fast, with *Car and Driver* registering a 7.8-second 0-60 mph time and quarter-mile time of 16.2 seconds at 88 mph. With the same engine and transmission, *Motor Trend* reported an 8.9 second 0-60 time and 16.3 seconds at 85 mph in the quarter-mile. The huffing and puffing Hemi could shave 2 seconds or more off the acceleration times.

Nevertheless, young-at-heart American dads canny enough to convenience their better half that the Charger was really a "kind of station wagon" were likely to go for the base 230hp, 318 cid V-8 or step up to the 361-cid/265-hp option, each fitted with a two-barrel carburetor. Once to the big-block 383 or the even heftier 426-cid "Street Hemi," you spoke "muscle car" when talking about a Charger.

A nicely outfitted Charger with power steering, power brakes, a limited-slip differential, a Rallye suspension, a few other goodies and the 383 hooked to a three-speed automatic transmission went out the door for slightly more than \$3,100. Total production of the 1966 Charger hit 37,300 cars. Only 468 had Hemi's of which a mere 218 featured Torque-Flite.

—————Courtesy of Old Cars Weekly

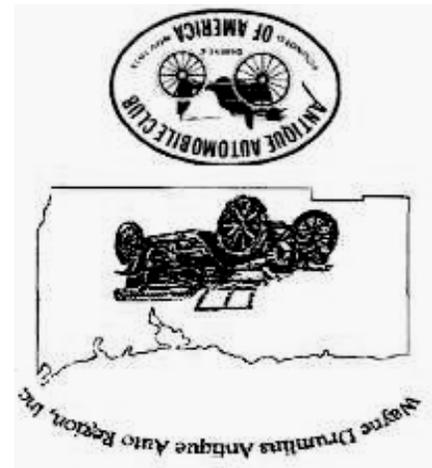


Jean's 1966 Dodge Charger



What is it? Where is it?

May 2013



FIRST CLASS MAIL

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