

The Wayne Drumlins Antique Auto Region

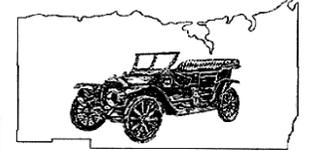


Headliner

Wayne Drumlins Antique Auto Region, Inc

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President's Message October 2012

I recently read that new vehicle sales in the U.S. in 2013 are forecast to be 15,000,000. That got me thinking - what vehicles sold today will be tomorrow's valued antiques and classics? Given the sheer magnitude of the numbers, most cars and trucks will be driven, used up and junked, never to be missed. But there are undoubtedly a few hidden gems in the mix that will gain notoriety and value as they get older. Can you guess what they might be? In 1912, 378,000 cars and trucks were sold in the U.S. Ford sold the most (78,400), but there were literally hundreds of manufacturers, some producing only a few vehicles before disappearing. Vehicles from that era are certainly collectible, given the relatively small number produced and the large number of manufacturers. It's all the same pastime - collecting and renewing old cars and trucks - but it's face is constantly changing.

Reminder! We'll have a President's Harvest Dinner at Jean and Pete Empson's place on Saturday, October 20th. We'll eat at 5:30pm with wagon rides to follow (and we'll have a brief club meeting in lieu of the regular monthly Wednesday meeting). Thanks to Jean and Pete for hosting what is certain to be an enjoyable evening. See this Headliner for more details.

And please welcome our new members who signed up at the Car Show in August. They are Joseph Chiaverini, Steven Kelly, Aldis & Janet Lemesis, John McPike, Herb & Judy Sears and Dick & Brenda Stearns. This will be their first Headliner and hopefully we'll see a lot of them at all our future club functions!

Matt

2012 CLUB CALENDAR

October 10-13 Hershey Fall Meet

October 20	Presidential Harvest Dinner & Meeting at the home of Jean & Pete (see below)	5:30pm
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November 14	Ham Dinner and Elections at the Masonic Hall, Marion (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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Presidential Harvest Dinner & Meeting

Saturday, October 20th at Jean & Pete's home (1267 Ridley Rd. Phelps)
At 5:30. Bring a dish to pass, meat to be provided (turkey) as well as some
cider. Bring your own table service. Following dinner we will have a short
meeting and then weather permitting will enjoy a wagon ride.

Remember to renew your AACA dues and your Wayne
Drumlin dues will be accepted at the November meeting/
dinner.

Thank you Note:

As the summer draws to a close we have to start
thinking about Fall and all the meetings that will be start-
ing up. On behalf of the Food Cupboard, I want to thank
you all for all the food you donated this past year. It truly
is appreciated. As is your support of our mission. We are
presently serving 42 to 45 families every month so all do-
nations are greatly appreciated.

Wishing you all the very best. Thanks again.

Sincerely,
Bev & Tom Cheney



Buy, Sell or Trade:



For Sale:

4 Mopar Magnum 14" wheels off a 1968 Dodge Charger
Call Rich Dierks 315-597-5234



Happy Birthday to:

Phil Mendola	10/2
Willy Dean	10/6
Bruce Knowlton	10/8
Hazel Herdman	10/22
George O'Neil	10/25



Happy Anniversary to:

Donna & Hank Goellner	10/16
Marion & George O'Neil	10/17

SEPTEMBER 2012 MINUTES

The September 19th, 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. 42 members were present.

SECRETARY REPORT- A motion was made by Sue VanCamp to accept the August minutes as published in the Headliner. Seconded by Pam Heald. Motion Carried.

TREASURER REPORT- Treasurer, Rita Canavan reported on the status of our accounts. Rita gave an update on the results of the car show and an overview of what bills will require payment prior to the end of the year. A motion to accept the Treasurer's report was made by Pam Heald and seconded by Pat Race. Motion carried.

BOARD OF DIRECTORS- Steve Heald Chairman reported that he had received many compliments on the car show and complimented everyone for their help.

SHOW COMMITTEE- George O'Neil Chairman thanked everyone for their help at the car show. George reported that there were 337 show cars on the field. New cars came from Rochester, Syracuse, the Southern Tier and Oswego. Very few problems were reported and any incorrect car classifications were quickly corrected. The car show committee has met and discussed the need for easier voting, possible splitting of some classes and a change in the field layout. Eighty-nine trophies have been delivered to the winners. A big thank you to George and Marion O'Neil for another well run and successful car show.

MEMBERSHIP COMMITTEE- Janet Knowlton, Chairperson reminded members that the AACA membership renewal form is in the most recent issue of the AACA magazine. Wayne Drumlin's membership dues will be collected at November's meeting. AACA dues must be paid first. Janet reported that we have 6 individuals who have filled out membership applications. New members will be called by Matt and Janet will send the forms to the AACA.

CONCERNS FOR MEMBERS AND ANY CORRESPONDENCES RECEIVED-

Sally Morrow reported that Ed's knee is getting better and thanked everyone for their prayers. It was good to see Ron VanCamp, the Knowlton's and the Mendola's.

A thank you note was received from the Phelps Food Pantry for the club's donations.

BUY SELL OR TRADE- Richard Dierks has 4 MOPAR wheels off a 1968 Charger.

OLD BUSINESS- Jean Empson advised that the Walk to End Alzheimer was very successful and thanked everyone for their support.

Web Site- Matt Canavan is working on issues that prevent him from loading large number of pictures to the web-site as well at the Head-Liner. Pam Heald suggested getting a Face Book page. Pam offered to get it started.

NEW BUSINESS-

The President's Picnic will be held October 20th at 5:30pm at Pete and Jean Empson's home. A wagon ride is planned for 7:00pm. Please bring your own table service and a dish to pass.

There will be no meeting on October 17th and a short meeting will be held prior to the picnic on the 20th.

A nominating committee will be required for the upcoming elections of officers and directors. Matt will check with Dave Dorf and Bob Good to determine if they will be the nominating committee.

Liability insurance is due for the Officers and Directors.

Eastern Fall Meet at Hershey, Pa. will be held October 10th – 13th.

Rita Canavan requested a Board of Directors meeting after the meeting.

REFRESHMENTS FOR NEXT MONTH- Bring a dish to pass for the Presidents Picnic.

DOOR PRIZE WINNER- Richard Dierks
50/50 WINNER- Stan Herdman

Meeting was adjourned at 8:15 pm by a motion from Jean Empson and seconded by Marion O'Neil.

Respectfully submitted by:
Leslie Askin Secretary



Why Vote?

By Herb Oakes
AACA President

The next issue of the Antique Automobile is the most important issue of the year. This issue introduces the membership to the nominees on the ballot for re-election or election to the AACA Board of Directors. A look at our memberships' participation in voting indicates that privilege is not taken as seriously as it should be. We have over 60,000 members that are eligible to vote; however, we only average about 10 to 12% that actually vote. Let me explain the importance of this responsibility of the membership.

Each year 7 Directors are eligible for reelection if they have not fulfilled their maximum allowable 12 years as a Director serving on the Board. To be placed on the ballot for reelection is not automatic. Each Director who is eligible for reelection has to be nominated for the ballot by the Nominating Committee. Each Director is evaluated by the Nominating Committee and is recommended for or against a place on the ballot for reelection. Once the Nominating Committee decides on the slate of Directors for reelection, it is presented to the full Board for approval. By using this process we are informing the membership that these are experienced members of the Board that we feel should continue on as Directors.

Additionally, each year the Nominating Committee also reviews potential new candidates to serve on the Board of Directors. These individuals are deemed by the committee to have made significant contributions to AACA and possess the skills necessary to govern the club. They are personally interviewed and screened by the Nominating Committee and once a slate is agreed upon, those names are presented to the full Board of Directors for approval as new nominees to the ballot.

For this year of 2012, we have 6 out of 7 incum-

bents running for reelection. One is retiring as he has met his term limit. The total ballot this year will be 6 incumbents and 4 new candidates. As the ballot states, each member must vote for 7 candidates. If this requirement of voting for 7 candidates is not met, the ballot will not count. Each of us as members should carefully read the bio of each candidate before we make the important decision of voting for a candidate to serve on our Board of Directors. The election of our Board of Directors is a serious matter, and the future of AACA depends upon your participation in this process.

Bottom line is to VOTE! VOTE! VOTE!!



(photo from our stop at the Boyertown Auto Museum)

This United States Marine corps ambulance is one of 900 the Boyertown Auto Body Works built for use in the Pacific theater during World War II. It is one of only two known to survive. Most of these ambulances, if not destroyed during the war, were dumped into the Pacific Ocean instead of being shipped back to the United States. The Body Works built many other military-issued vehicles for the war effort, most of which were mobile machine and repair shops. Built on an International chassis, the ambulance would be driven to the docks in Philadelphia upon completion and loaded onto cargo vessels to be shipped overseas. The collapsible tops then made it easy to load the ambulance onto cargo planes in order to deliver them straight to the battle lines.

1942 International USMC

Field Ambulance

By: BOB TOMAINE

Mechanized warfare hadn't gotten very far by World War I, and once that war ended progress slowed to a crawl. In the 1930s, as another war began to seem possible, vehicles that would evolve into military trucks were developed. A Marine colonel and a Pennsylvania body company teamed up on what would become the standard field ambulance of the Navy in World War II.

In 1939 Marine Col. F.S. Robillard and Boyertown Auto Body Works president Paul Hafer took a prototype vehicle to Washington to compete for a production contract against other prototypes based on what were then standard civilian ambulances. The Boyertown truck, equipped with a Marmon-Herrington four-wheel-drive system on an International chassis, featured a removable roof.

"They were all lined up down there," said Stuart Wells of the Boyertown Museum of Historic Vehicles in Boyertown, Pennsylvania. "Col. Robillard noticed all the brass was gathered around the Cadillac ambulance. Robillard was not too pleased about that and told Hafer, 'Get in and fasten the belt.'

"Col. Robillard got in, started it up, drove it over the curb, across the street, up the steps to the Capitol, turned around and came back down. By then everybody was looking at him, and he stepped out and said, 'Gentlemen, where we're going, that's a paved road. Let's see you do that with your damned Cadillac.'"

Since the United States was not yet at war, Wells said, a passenger car-based ambulance probably seemed logical as something to be used on bases, but it wasn't just that the International could go where the Cadillac couldn't. The Boyertown truck could transport four patients on stretchers, or six patients seated. The Navy was satisfied, and production was under way well before the attack on

Pearl Harbor. In all, Boyertown would produce 900 ambulances.

Boyertown Auto Body Works and the surrounding community welcomed the business—part of more than \$8 million in military contracts by mid-1943. Museum executive director Kenneth Wells pointed to the pride and the work ethic of the Boyertown area, and said the large number of Germans in the community was an important factor.

"The Germans here were very conscious that these were their people we were at war with," Wells explained. "They wanted to be absolutely sure folks thought that they were Americans, and I think they tended to really bust their humps to do that."

As World War II trucks go the International is not especially big, but it is big enough to require a climb up to the front seat. The open cab gives the feel of a brass-era car, and the high seat position provides a superb view of the road.

Typical for a military truck of its time, the vehicle's shifter is one of several levers on the floor, and everything in the cab is pure business. The small footprint of the military tires makes for unexpectedly easy steering; the shifter—with double-clutching—is smooth and precise for a truck.

Though the ambulance is not fast, it keeps up well with stop-and-go traffic in town. With only a little time behind the wheel, even a novice ambulance driver can make a U-turn to enter a narrow alley; it's a smooth combination of a double-clutched 3-2 downshift and turning the massive wheel single-handedly, something that seems impossible when first looking at the truck.

Military ambulances would evolve in driving ease, efficiency and capability, but compared to the Model Ts of World War I and the Packards and Cadillacs of the 1950s and 1960s, the International was far better suited to the work of saving lives in extreme conditions.



October 2012



FIRST CLASS MAIL

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