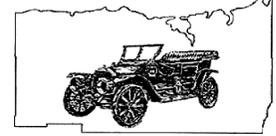


The Wayne Drumlins Antique Auto Region



Headlines

Wayne Drumlins Antique Auto Region, Inc.



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President's Message October 2013

Wow, hasn't it been a great stretch of weather! And the forecast is for more of the same. It's what makes Fall in upstate such a pleasure. Yes, it will break at some point, but enjoy! We sure have the four seasons with full intensity, nobody can argue that point. But we don't have destructive natural events like hurricanes or floods or forest fires or tornados or droughts or earthquakes or sinkholes. It's a good trade-off. I'll take it.

Go for a drive, or go for a ride. See the sights, stop and get some cider or grapes. Visit a friend, reminisce. But get outside! Did you watch any of the live internet coverage of the Lambrecht Chevrolet Auction in Pierce, Nebraska? Ray and Mildred Lambrecht ran the dealership for 50 years before it closed in 1996. Over the years they managed to stow away 500 cars, mostly Chevys, many never titled and many with less than 50 miles on the odometer (e.g., a 1958 Cameo with 1.3 miles on it). Some are a little degraded - five decades of dust and storage will do that. But what a find. Makes you wonder what else is out there, waiting for the right person at the right time.

And before I forget, our car club year is winding down. A meeting in October, a ham dinner/elections/meeting in November, a holiday banquet in December. Think back on this year and let us know what you liked. Think ahead to next year and let us know what you want. We're in this together, so don't be shy (ha! - this club???)!
Matt

2013 CLUB CALENDAR

October 9-12 AACA Eastern Fall Meet—Hershey, PA

October 16 Meeting at the Phelps Community Center 7:30PM
Refreshments provided by Marino, Rapp and Canavan families

November 13 Dinner Meeting and Elections at the Marion Masonic Lodge 6:00PM
Bring a dish to pass and own table setting

December 8 Year End Banquet at Club 86 4pm

Our sympathies to the family of Ron VanCamp

Ron's Memorial Service will be held on Saturday, October 5th at 10 am at the United Church in Phelps. Donations are requested for the House of John in Clifton Springs. Ron was an active member of Wayne Drumlins and will be sadly missed.

Get Well Wishes

to
Bea & Jim Duffy



Welcome New Member

Peter Van Vlack of Elbridge. He has a 1955 Chevy 3100 pick up and a 1978 GMC 2500 Alum. Step Van

A Thank You Note



Thank you to all the Drumlins for their continued support of the Phelps community Food Cupboard. We depend completely on donations so we appreciate everything we get. I have enclosed a "wish list" of items we need every month.

Thanks Again
Tom & Bev Cheney

Peanut Butter	Boxed Potatoes
Coffee	Canned Pasta
Cereal	Green Beans
Tuna	Corn
Spaghetti	Spaghetti Sauce
Mac & Cheese	
Toilet Paper	Paper Towels



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 2013 MINUTES

The September 18th, 2013 meeting held at the Phelps Community Center was opened at 7:27 pm by our President Matt Canavan and began with the Pledge of Allegiance to our flag. 43 members were present.

SECRETARY REPORT- A motion was made by Pam Heald to accept the August minutes. Seconded by Marion O'Neil. Motion Carried.

TREASURER REPORT- Treasurer, Rita Canavan reported on the status of our accounts. A donation will be made to the AACA Library and Museum. A thank you was received from the Town of Marion on our recent donation. A motion was made by Dick Stearns to accept the treasurer's report. Seconded by Jean Empson. Motion Carried.

BOARD OF DIRECTORS- Steve Heald, Chairman advised there was no report at this time. Steve did recommend that we make the 2014 donation to the AACA Library and Museum at the annual meeting in Philadelphia.

SHOW COMMITTEE- George O'Neil, Chairman reported that there was 307 cars at the car show, 92 were new registrations. George thanked all the members who helped at the car show and the set up. Any recommendations for the car show should be sent to George for review by the car show committee. George reviewed some areas for improvement including handicap parking. Pete Empson suggested that the winners of the car show should be posted on the web site. A big thank you to George and Marion for another successful car show!

MEMBERSHIP COMMITTEE- Hank Goellner, Chairman advised that Peter VanVlack has joined the club. Peter lives in Elbridge NY.

CONCERNS FOR MEMBERS AND ANY

CORRESPONDENCES RECEIVED- Our thoughts go out to Ron Van Camp, Jim and Bea Duffy.

A card for the family of Joe Cosentino who recently passed away was signed by club members.

BUY SELL OR TRADE- None

OLD BUSINESS- Thank you to Dick and Brenda Stearns on a wonderful porch picnic.

The year end banquet will be held Sunday December 8th at the Club 86 in Geneva.

As of this date we do not have a program established and if anyone has any ideas please advise Rita Canavan.

NEW BUSINESS

Pam Heald suggested that the club establish a Facebook page. After a brief discussion Steve Heald made a motion to proceed with the Facebook page. Seconded by Loren Gifford. Motion carried. Pam will manage the Facebook page.

On September 28th 2013 The Cracker Box Palace Farm Animal Haven in Alton NY will be having a road rally. The rally is limited to 50 vehicles. The registration is at 10:30 am and the rally starts at 11 am.

Additional information is available on their web site.

A nominating committee will be formed at the October meeting.

REFRESHMENTS FOR NEXT MONTH-

Dorothy Marino, Rita Canavan and Rapp's.

DOOR PRIZE WINNER- None

50/50 WINNER- Brenda Stearns

Meeting was adjourned at 8:12 pm by a motion from Steve Heald and seconded by Rita Canavan.

Respectfully submitted by:
Leslie Askin, Secretary

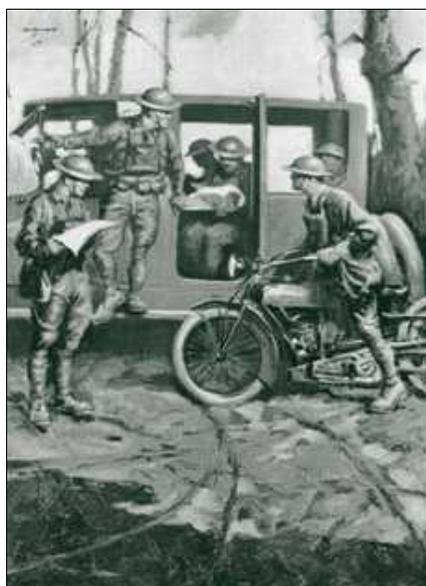
Cadillac and the Great War

By: *Matthew Hocker*

The early 20th Century was a period of incredible technological achievement, with automobiles and aircraft having accomplished what was once considered impossible. Before long, these objects of wonder would become instruments of destruction throughout the duration of World War I (1914-1918). Though the tried and true horse remained a component of armies, the Great War witnessed the birth of fighter planes, tanks and massive battleships, thereby ushering in the modern age of mechanized combat.

Although America technically avoided entering the conflict until 1917, the nation's factories had been supplying the Allied forces with weaponry and vehicles since its early beginnings. In particular, automobiles were poised to make their mark on the battlefield. While dozens of makes were used during the war, Cadillac established itself as the vehicle of choice for foreign armies and, eventually, both the U.S. Army and Marines. There were even tales that the Germans held their captured Caddies with high regard.

By the end of the war, more than 2,095 had been shipped overseas to serve as staff cars, ambulances, and military transport. The 1915 Davidson-Cadillac Armored Car, complete with Colt machine guns, proved pivotal in pioneering the development of armored fighting vehicles. During this time, they also devel-



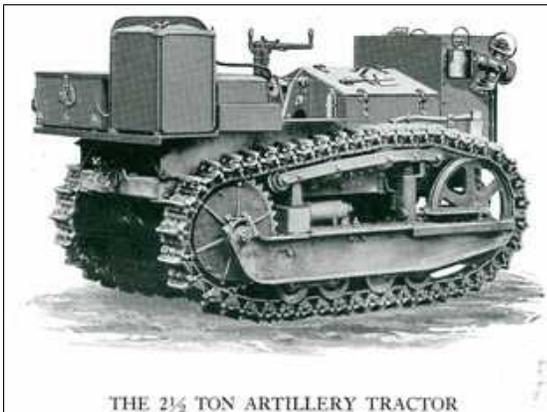
oped an artillery crawler tractor, a winch to lift soldiers for surveillance purposes, and played a role in the development and production of the Liberty aircraft engine.

One of the key reasons behind Cadillac's popularity was the V8 engine, which they first introduced in their 1915 models. While Cadillac had not invented the V8, they pushed the engine to a level of mass production previously unheard of. The motor gave Caddies the extra boost needed to navigate the rugged terrain and was often complimented for both running quiet and aiding in speedy get-aways. Sergeant John R. Bates wrote, "If I were Pershing I would decorate the Cadillac with a D.S.C. for the splendid performance it has made in transporting the greatest leaders of our armies."

By the winter of 1918 the war was over and, within the next year, Cadillac provided General Pershing with a custom-built closed car in recognition of his leadership during dark times. That same year, Cadillac paid tribute to employees who fought in the war and aided the home front in their seventy-eight page book, *Cadillac Participation in the World War*. While the book recognized soldiers' bravery on the battlefield, its dedication page placed strong emphasis on the role of the men and women in Cadillac's factories. "It is a matter of real and justifiable pride with them to know that the parts which they machined and tested did not break, and the bolts which they fastened did not come loose."

Along with highlighting the efforts of its workers, the book details the use of Cadillac cars during the war, along with the development of specialized military vehicles and the Liberty engine. Of particular interest is an eight page section with excerpts from soldiers' letters singing praises for Cadillac, including stories of narrow escapes. Without a doubt, these accounts provided the company with valuable advertising, adding to an already solid reputation for quality.

The last twenty-one pages listed the names of the factory workers and salesmen who fought in the war, the branch within which they served and, in a few cases, their rank. Salesmen were listed by city and state, along with the names of the dealerships they worked for. The unfortunate cost of war revealed itself in the book's list of casualties and disabled veterans, some of which included details surrounding their misfortune. R.H. Halstead went down with the steamship Westover, sunk by a German sub, and George M. Fisher was taken in his sleep by a German shell. Some even succumbed to the influenza pandemic, which raged throughout Europe and North America from 1918 to 1920.



To say that the war's end brought relief to Americans is an understatement. After all, this was known as the "war to end all wars." Though peace had finally arrived, the terms of surrender placed on Germany provided the foundation for the Second World War. More than twenty years would pass before Cadillac was called into service once again, but that's a story for another day.

Courtesy of "The Speedster"

Our First "Porch Party"

On Saturday September 7th Dick and Brenda Stearns hosted a Porch Party at their home on North Road in Canandaigua.

Twenty four club members enjoyed garbage can turkey, hamburgers, hot dogs and delicious side dishes prepared by Dick and Brenda. Thanks to everyone who brought a dish to pass or dessert. Also a big thank you to Dick and Brenda's family members and friends who helped in the grilling and preparation of the food.

A good time was had by all! Thank you Dick and Brenda!

Leslie



Jim Erdle tractors draw worldwide bidders

By [Melody Burri](#)

— includes reporting by
Bethany Antill

September 21,
2013 9:18AM



["The Legendary Jim Erdle Collection"](#) is assembled for the very last time. This weekend more than 300 rare and valuable antique prairie tractors, Rumely oil pull tractors, early iron tractors and rein drive tractors are on display, shining in the sun and ready for auction at the Parrish Street Extension farm of 85-year-old James Erdle.

For some, this is an opportunity to bid on some of the finest pieces available worldwide. For others it's a bittersweet end of an era. For all, it's a chance to salute the man who loves tractors and has spent a lifetime collecting the best of the best.

"This is history here," said Joe Bury, who traveled from Syracuse to view the collection. "It's a bygone era, and it's impressive — very impressive. But once this stuff is sold, it's going to be gone, period. He's the biggest East Coast collector in the United States."

Auctioneer Kurt Aumann of Illinois-based Aumann Auctions, Inc. spoke highly of Erdle's eye.

"It's as deep of a collection as we've ever sold," said Aumann. "We've maybe sold more in numbers, but not as good quality. It's just fantastic. People are here from all over the world — from Germany and Austria and England — because of the rarity of the items. Jim had a lot of foresight, and even when he was collecting in the early Sixties, he was buying really rare items then. He's one of the pioneers of the hobby."

Erdle said he has always used tractors, liked them, and started collecting them because they were so cheap years ago. He decided to part with his collection now in case anything should happen to him: "I thought I could do a better job of getting rid of them than my widow could," he said.

According to the Finger Lakes Visitors Connection, more than 6,000 visitors were expected to visit the area for the auction. Finger Lakes Visitors Connection also estimates the Jim Erdle Collection Auction will contribute \$1.7 million in spending to Ontario County.

In addition to live auctions to be held Friday, Saturday and Sunday, Aumann will offer live Internet bidding throughout the three-day auction. At press time online bidding was underway, with the highest ringing in at \$205,000 for a 1917 Flour City 40-70.

"A lot of these tractors are one of a kind," said auctioneer Kelly Aumann, who is also Kurt's wife. "There's just not another one in existence. That's the exciting thing — nobody knows how much they'll be worth. No one has seen one except in a book."

Brian Feltz of Marion roamed the lots and said he was impressed and surprised that somebody could actually accumulate this kind of collection.

"I've got to figure out how this guy talked his wife into letting him have all this," said Feltz.

Philip Zuver of Bryan, Ohio, plans to make some purchases. He'll haul them back home on a trailer or else come back with a truck.

"The collection is immense and diverse, and then to see it all together is just unusual," said Zuver, who has been interested in tractors for quite some time. "We don't play golf, so we have to do something."

For Todd and Mitch Warncke of Wauseon, Ohio, the trip to Canandaigua is more of an adventure. And their love for tractors was something they learned from their father

"[We're here for the experience](#) — it's a road trip," said Todd Warncke. "We see people here we only see once or twice every two or three years. And our dad collected, so it's something we've just always done."

Dan Vegard grew up right across the street from the Erdle farm. This weekend brings on a flood of memories for him.

"I've seen just about every single one of these tractors over the years," said Vegard. "Now that it's all laid out, it's mind-boggling. I've had so much fun walking these grounds over the years, and now that it's all out here, it's kind of heart-breaking to see it all dissipated."

Although the auction stirs up a lot of excitement, in a couple days it's all going to be gone, Vegard said.

"I have some good memories over here," he said. "I have nothing but good words for Mr. Erdle, he's such a great guy. I have gotten an eyeful for the past 30 years, and I've enjoyed every second of it."



These cars in the picture went to the show in Burlington with us. 75 deg's all weekend .This is really warm for VT in late Sept. Great time.
Bob & Bev

History of Tires

By [Mary Bellis](#)

Charles Goodyear invented vulcanized rubber in 1844 that was later used for tires.

In 1888, John Dunlop invented the air-filled or pneumatic tires, however, his were for bicycles.

- In 1895, André Michelin was the first person to use pneumatic tires on an automobile, however, not successfully.
- In 1911, Philip Strauss invented the first successful tire, which was a combination tire and air filled inner tube. Strauss' company the Hardman Tire & Rubber Company marketed the tires.
- In 1903, P.W. Litchfield of the Goodyear Tire Company patented the first tubeless tire, however, it was never commercially exploited until the 1954 Packard.
- In 1904, mountable rims were introduced that allowed drivers to fix their own flats. In 1908, Frank Seiberling invented grooved tires with improved road traction.
- In 1910, B.F. Goodrich Company invented longer life tires by adding carbon to the rubber.
- Goodrich also invented the first synthetic rubber tires in 1937 made of a patented substance called Chemigum.

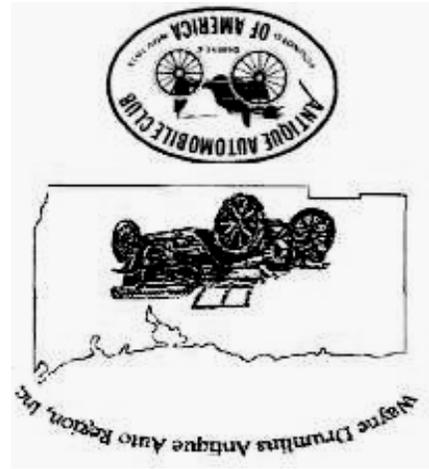
Pneumatic Tyre (Tire)

John Boyd Dunlop (1840-1921) was a Scottish veterinarian and the recognized inventor of the first practical pneumatic or inflatable tyre/tire. His patent was for a bicycle tire, granted in 1888. However, Robert William Thomson (1822 - 1873) invented the actual first vulcanised rubber pneumatic tire. Thomson patented his pneumatic tire in 1845, his invention worked well but was too costly to catch on. Dunlop's tire patented in 1888 did, and so he received the most recognition. William Thomson also patented a fountain pen (1849) and a steam traction engine (1867).



Our friend Ron VanCamp

October 2013



FIRST CLASS MAIL

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