



The
BRASS LAMP
WWW.GVACS1.COM

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Rochester, New York

*The Brass Lamp is published monthly by and for the members of the
Genesee Valley Antique Car Society Inc. GVACS is a region of the Antique Automobile Club of America.*



Bob Keenan's 1929 Model A Ford

THE BRASS LAMP - DECEMBER 2023

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A Message From Your Editor Judy Keenan

On our last tour for this season, I got to meet Dolly Parton, in cardboard form only. Bob and I along with 4 other couples went on the Glidden Tour in Thomasville, Georgia.

The picture on the front page of the newsletter is Bob with his Model A in front of Thomasville's famous Oak Tree!

This Oak tree was put on The National Arborist Association and The International Society of Arboriculture registry. The plaque that was by the tree was dated 1787 - 1967 and jointly recognized that this significant tree in that bicentennial year as having lived there at the time of the signing of our constitution.

As you can see by the picture on the front cover the tree was enormous and beautiful. They had a camera mounted on the telephone pole to take your picture for memories. Our group did it but we

stood in the wrong place for the camera to see us and the picture did not turn out. The story of my life!

The weather was perfect. We had 70s and 80s every single day. We got to see cotton being picked and what went on at the cotton gin. We also got to see peanuts being picked. Then onto museums and car collections. If you haven't been on a Glidden Tour I would highly recommend it.

Blessings, Judy



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A Message From Your President Don Dear

2023 is winding down. Our favorite rides are under wraps, having enjoyed a great touring season, both in the Rochester area and places as far away as Georgia and Maine. Be sure to enjoy the photos of our events on our website, as well as the photo journey by the Moons at our holiday party. Ann Neal and Linda Hosenfeld have been working hard to make this event a very special occasion. You won't want to miss it. We will have raffle baskets, 50/50 and the presentation of GVACS awards! It is not too late to sign up. See the flyer in this issue.

Thanks to everyone who came to our November meeting. Congratulations to the slate of club Officers and Board Members, who were elected. Their dedication and hard work are much appreciated. Welcome Harry Fisher, our new treasurer. You can support them and our club by volunteering to host or help with upcoming activities.

Those at the annual meeting were educated in numerous ways about the scams out there on the internet. Geoff Wasmer, our computer consultant, and his daughter, Rebecca Buell, created an awesome presentation for our group.



Our activity calendar looks pretty bare. If you have an idea and are willing to co-host, the Board can make it happen. New ideas and activities are always welcome.

Wishing you a joyous Christmas and a Happy New Year!

Enjoy the ride!

Don



**GVACS Annual Meeting and Election of Officers and Directors for 2024
Friday, November 10, 2023 Results:**

The GVACS Annual Meeting and Election of Officers and Directors for 2023 took place at our indoor meeting on 11-10-2023 at 7:00 PM at the Church of the Resurrection, 3736 St. Paul Blvd., Rochester, NY.

The following slate of nominees for GVACS Officers and Directors for 2024 were elected.

<u>OFFICERS:</u>	<u>DIRECTORS:</u>
President: Don Dear	Chris Dear
Vice-President: Bob Dilger	Brian Moon
Treasurer: Harry Fisher	Ann Neal
Secretary: Jim Day	John O'Connor
	Brad Sargent





01 Mary McAlpin	15 Holly Malley
03 Nancy Huffman	21 Roger Libby
04 Sandy DeGross	22 Mark Graf
07 Clair Zappone	27 Robert Keenan
11 Joe Kozloski	27 Linda Perkins
12 Carolyn Burke	



04 Gene & Susan Manno	1971	52
16 Bob & Cheryl Klingensmith	1967	56



Our Deepest Sympathy

Our deepest sympathies go out to Verna Mendola on the passing of her husband of 54 years. Philip Mendola passed away on October 29, 2023, age 89. Phil was a 50+ member of AACA and GVACS.

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AACA National Calendar and Other Events

February 2024

8-10 AACA Annual Convention
Dulles, Virginia - 717-534-1910

Feb. 29 - March 2 (Proposed)
Winter Nationals - Tennessee
E. Tennessee Region

March 2024

17-23 Founders Tour (1932-1999)
Louisiana - Louisiana Region

21-24 Winter Nationals
Guaynabo, Puerto Rico Region

April 4-6, 2024

Southeastern Spring Nationals/Grand Nationals
Charlotte, NC - Hornets Nest Region
704-847-4215

June 20-22, 2024

AACA Eastern Spring Nationals
Saratoga Springs, NY - Saratoga Region - 518-863-4987

July 10-13, 2024

AACA Western Divisional Tour (Up to 1999)
Big Horn Mt., Wyoming
Nebraska Region

September 2024

12-14 AACA Western Fall Nationals
Loveland, Colorado
Poudre Valley Region

22-27, 2024

Revival AAA Glidden Tour (Pre-1943)
AACA Hosting
Fairfield, PA

October 2024

8-11 AACA Eastern Fall Nationals
Hershey, Pennsylvania - Hershey Region
717-566-7220

23-26 Southeastern Fall Nationals
Huntsville, Alabama
256-653-4036

April 2025

3-5 Southeastern Spring Nationals
Charlotte, NC - Hornets Nest Region
704-847-4215

10-12 AACA Western Spring Nationals
Tucson, Arizona - Tucson Region
520-904-7325

2024 GVACS Membership Renewal

Time does fly and it is once again time to renew your GVACS membership. The 2024 GVACS Membership Renewal form can be found in this issue of *The Brass Lamp* and also on the GVACS website <https://www.gvacs1.com>

Please complete the form and return it, along with a check made out to GVACS, to Ann Neal, 2464 Maple Ave., Palmyra, NY 14522.

Please keep in mind:

Your 2024 GVACS membership renewal payment is due prior to December 31, 2023.

Please pay your 2024 AACA dues before December 31, 2023 as these must be paid before your GVACS renewal can be processed.

GVACS 50-year members are asked to return the completed GVACS renewal form with the line checked that states you are a 50-year member. This will ensure your name remains on our roster. Also please note **2024 AACA dues are required and must be paid by December 31, 2023** unless you have been awarded an AACA 50-Year Membership.

Our current 50-year members are:

<i>Ed/Gwynne Almekinder</i>	<i>Phil/Verna Mendola</i>
<i>Bill/Grace Boudway</i>	<i>Carol Peters</i>
<i>Charles/Dorothy Bruno</i>	<i>Ed/Jean Sherry</i>
<i>Anne Burton</i>	<i>Thomas Stewart</i>
<i>Pat Crowley</i>	<i>LaVerne/Joan VanDeWall</i>
<i>Douglas/Joyce Drake</i>	<i>Rand Warner</i>
<i>Norma Herendeen</i>	<i>David/Barbara Wild</i>
<i>Anson/Nancy Johnson</i>	<i>Anthony/Claire Zappone</i>
<i>John McAlpin</i>	

Your prompt renewal and dues payment are most appreciated.

Ann Neal, Membership Chair





GVACS Membership Renewal - Due prior to Dec. 31, 2023

Name _____ Spouse/Partner Name _____
Address _____ Preferred phone (____) _____
City _____ Other phone (____) _____
State, Zip Code _____ E-Mail _____

AACA MEMBERSHIP IS REQUIRED for GVACS and must be current for 2024.

Your AACA dues notice arrives with the Sept/Oct and Nov/Dec issue of *Antique Automobile* magazine. It is attached to the cover sheet citing your mailing address. 2024 AACA dues must be paid by 12/31/23.

Date you paid your AACA dues ____/____/____

My AACA number is: (6 numbers 1 Alpha character) _____ Your AACA membership number remains the same from year to year.

Your GVACS 2024 annual dues MUST be received prior to 12/31/23

Please send this form along with your check for \$25.00 (payable to GVACS) to:

Ann A. Neal, Membership Chair
2464 Maple Ave.
Palmyra, NY 14522

If you are a 50-year member of GVACS and receive a free membership, please check this line _____



PLEASE HELP YOUR MEMBERSHIP CHAIR BY RETURNING THIS FORM AND PAYING YOUR DUES ON TIME BECAUSE:



- This form is used to VERIFY and/or UPDATE / CORRECT YOUR CONTACT INFORMATION in our roster.
- 50-year members should return this form to alert the Membership Chair that they plan to continue as a GVACS member and should remain on our roster. Remember your 2024 AACA dues are required and must be paid before Dec.31, 2023.
- The Membership Chair MUST notify AACA of any roster changes including non renewals and corrections BY MID JANUARY.
- If your dues are NOT received by DECEMBER 31st it is assumed that you are not renewing your membership and it will be reported to AACA that you are no longer a GVACS member.

FOR OFFICE USE ONLY: Date Rec'd _____ Check # _____



Board Of Directors

At its meeting on October 25, 2023, the Board of Directors...

Called to order at 7:00pm by Chris Dear

Treasurer's Report (Harry Fisher)

The 2023 Budget and year-end report was accepted. The 2024 Budget was presented by Harry Fisher and after discussion, was accepted.

Brass Lamp Report (Judy Keenan) Absent.

There was no discussion of the Brass Lamp.

Website Report (John O'Connor)

John commented that all is well with computer issues. The graphic problem has been solved. The Brass Lamp has been posted and Jim Day has notified the membership.

Membership Report (Ann Neal)

The census remains at 95 families and a total of 164 people

Old Business -

There was discussion about the 2020 Audit by Allysa Cogan. Bob Dilger will follow up on the audit

New Business

The 2021 and 2022 Audits are nearly complete. 2023 GVACS awards - Description in the October Brass Lamp. The meeting was adjourned at 9:00 PM.

GVACS "South" Winter Picnic

Marge Thurley will be hosting a winter picnic for those in sunny Florida. We will gather at her son's home at 217 Rotonda Blvd North, Rotonda West, Florida 33947. At this time she does not have a date for the picnic. Please let Marge know if you will be in Florida and are interested in coming to the picnic. Please note which month would be the best for you.



Please bring your drink and a dish to pass. Marge will have hamburgers and hot dogs. She has plenty of chairs, a heated pool and a hot tub. Looking forward to fun in the sun! Marge can be reached by phone 585-506-2486 or email @ pmthurley@yahoo.com.

Continued from page 8

**Pictures of GVACS Annual Meeting & Election of Officers
& Technology Consultant Speakers: Geoff Wasmer and His Daughter Becca Buell**



Oldsmobile, a Requiem

A Murray Stahl Muse

Oldsmobile is gone and I miss it. In my youth, Oldsmobile's were ever present. Let me present my credentials, as any good ambassador would.

My young life was full of ill-fated automobile experiences and most revolved around Oldsmobile's; one of my uncles owned dealerships in Rochester and Florida (Fincher Mtrs.) and our family parties were awash in Olds's product. I was a mid-teen then and just enthralled with cars and especially Oldsmobile's.

My Dad in 1956 ordered what he referred to as "a nice-loaded-car" for my Mom. This was the year (1957) that a loaded Olds had what they marketed as a J-2 engine that featured multiple carburetors and special tuning. For a 17-year-old car nut this was like cat-nip; I proceeded to get in all kinds of trouble with that car, mostly with Joanne in the middle front seat; her fault???

In my automotive travels I found that Olds is / was, the oldest surviving car brand in the U.S. Ransom E. Olds offered his first automobile to the public in 1897.

Olds used to be GM's innovation brand: in the 1920s, Oldsmobile was the first car to use chrome-plated trim instead of Nickel. In 1938, the first fully automatic transmission was introduced on an Olds. The first high compression overhead valve V-8 was to be

found in a 1949 Oldsmobile Rocket 88, available in all models, including Oldsmobile's new pillarless hard-top coupe. In 1974, Oldsmobile was the first U.S. Auto manufacturer to offer air bags as an option.

It's of interest to note that GM sold Hydramatic units to Hudson, Nash, Lincoln, Kaiser, Rolls-Royce, and GMC. Studebaker developed its own Automatic Drive 3 speed, and Packard its own Ultramarine independently but both were well after the fact.

Oldsmobile Sales peaked in 1985 at 1.2 million cars per year. At one time, the Olds Cutlass was the most

popular model of all U.S. cars. In 2000, Oldsmobile sold less than 300,000 cars. So, in December 2000, GM imposed the death sentence, it was goodbye Oldsmobile.

Why did Olds's die? One Wall Street analyst said (*of Olds' demise*), "GM doesn't have too many divisions. They have too little imagination." Jerry Flint, a noted auto analyst who writes for *Forbes*, cited indistinguishable styling, uninspired engineering, inexperienced leadership as reasons for Olds' marketplace failure. Says Flint, "*Oldsmobile has had 6 managers in 13 years - is that any kind of continuity? And the last one had no experience in the car business; her last job was heading up brand management for Alpo dog food.*"

Here's what happened. In the fifties and sixties
(continued on page 11)



Oldsmobile, a Requiem

A Murray Stahl Muse

(when each GM brand had its own strong identity), Olds was the 'executive innovator'. Oldsmobile's always had the latest bells and whistles and were owned by engineering managers and other prosperous individualists. Doctors drove Buicks; tech people drove Oldsmobile's.

In the seventies, as all of GM lost its way, Oldsmobile became a sort of upscale Chevy. It even had a Chevy engine to kinda signify that Olds would entertain no more tech innovation.

By the '80s, all of GM's various brands began to look alike, it was hard to tell an Olds from a Buick or Pontiac, no more 'Rocket 88' swoopy styling for Olds, just another 'badge-engineered' GM product. In the 1990s, even the iconic rocket emblem was discarded. Stripped of its individual looks, innovation and personality, Olds found its sales dropping to an alarming level.

As Olds sales slumped the Bosses at GM headquarters must have noted that sales of Olds GM siblings were increasing. In the 1930s Chevrolets were Blue-collar, basic transportation but by the mid-fifties it was easy to spend "Buick or Oldsmobile" money on a top-end Chevrolet; they were now feeding on Oldsmobile's market share and eating well.

In the automotive world it's all about "load up the extras and move the Iron". Starting slowly about

1950 it became possible to "load-Up" a simple Ford, Chevrolet or Plymouth with fancy, expensive features like their upscale siblings. By 1955 you could have a "Chevy" with all of the accouterments available on the Oldsmobile; yes, they were now in competition with each other in the same family.



So, it came to be that marketing a mid-priced car was perilous; everyone was moving upscale into your customer base and your once-secure, mid-priced bracket was shrinking fast. It wasn't only Chevrolet but Oldsmobile's were marketed in surpassingly dopey ways. If you tell young car-buyers that a car is "not your father's Oldsmobile," don't you implant the idea that it really is?

The adoption of every innovation into the "low-priced" cars sank the Olds but it wasn't alone. As time marched on, Desoto, Pontiac,

Plymouth and Mercury also died as the number of available models consolidated.

The biggest joke of Olds' demise was the sneaking in of the use of Chevrolet engines instead of their oft advertised "Rocket V8". The few, shrinking Olds' loyalists felt betrayed as the news media did their "Hah'ha, look at stupid" act on Olds.

Way back when, Oldsmobile actually quickened pulses. In the 1950s an "Olds" man was a solid citizen with just a wisp of mystery and a closet risk-taker.

(continued from page 11)

Oldsmobile, a Requiem

A Murray Stahl Muse

His V-8 could really zoom with its "Rocket -V8. An Oldsmobile was seen as rakish, assertive, a bit rebellious. Now they became known as a rather Dowdy Chevrolet.

As the cars of the era evolved Oldsmobile wasn't alone. In fairly rapid order Chrysler ousted Plymouth to emphasize Dodge then created a division only for trucks, RAM. As I write this it seems that the Chrysler nameplate is being starved of new product so its now on the corporate "Goodbye" chute.

Ford jettisoned Mercury and has become a FORD truck purveyor, more or less; sedans are being rapidly phased out.

General Motors dropped Pontiac entirely while gently pushing GMC ahead to add yet another Truck and SUV outlet besides Chevrolet. Cadillac continues to chase market share with luxury cars made offshore. It is of interest that in the recent past GM

spent much cash on brand new nameplates like Saturn and Humvee, both were expensive failures that never added anything to the GM bottom line.

In Saturn's case they spent wildly developing a completely separate design, technology and dealer network; alas, they ended up with a car that closely mimicked every other car on the road, Saturn furnished zero return to GM. At least Humvee looked

different, albeit a design as beautifully delicate as a Waste Management truck but it was different.

So many years after GM euthanized Oldsmobile our streets

are full of oversquare SUVs that resemble a bread-box sharing the road with Huge Pickup trucks costing upwards of \$60K and sporting a four (4) foot bed with all the carrying capacity of the trunk in a 1957 Oldsmobile.

And so, it Goes!




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Pictures of GVACS Club at Browncroft Family Restaurant for Cars & Coffee



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To Understand a Military Veteran You Must Know



One of the strongest bonds ever and I am so grateful!

We left home as teenagers for an unknown adventure.
We loved our country enough to defend it and protect it with our own lives.
We said goodbye to friends and family and everything we knew.
We learned the basics and then we scattered in the wind to the far corners of the Earth.
We found new friends and new family.
We became brothers and sisters regardless of color, race or creed.
We had plenty of good times, and plenty of bad times.
We didn't get enough sleep.
We smoked and/or drank too much.
We picked up both good and bad habits.
We worked hard and played harder.
We didn't earn a great wage.
We experienced the happiness of mail call and the sadness of missing important events.
We didn't know when, or even if, we were ever going to see home again.
We grew up fast, and yet somehow, we never grew up at all.
We fought for our freedom, as well as the freedom of others.
Some of us saw actual combat, and some of us didn't.
Some of us saw the world, and some of us didn't.

Some of us dealt with physical warfare, most of us dealt with psychological warfare.

We have seen and experienced and dealt with things that we can't fully describe or explain, as not all of our sacrifices were physical.

We participated in time honored ceremonies and rituals with each other, strengthening our bonds and camaraderie.

We counted on each other to get our job done and sometimes to survive it at all.

We have dealt with victory and tragedy.

We have celebrated and mourned.

We lost a few along the way.

When our adventure was over, some of us went back home, some of us started somewhere new and some of us never came home at all.

We have told amazing and hilarious stories of our exploits and adventures.

We share an unspoken bond with each other, that most people don't experience, and few will understand.

We speak highly of our own branch of service, and poke fun at the other branches.

We know however, that, if needed, we will be there for our brothers and sisters and stand together as one, in a heart-beat.

Being a Veteran is something that had to be earned, and it can never be taken away.

It has no monetary value, but at the same time it is a priceless gift.

People see a Veteran and they thank them for their service.

When we see each other, we give that little upwards head nod, or a slight smile, knowing that we have shared and experienced things that most people have not.

So, from myself to the rest of the veterans out there, I commend and thank you for all that you have done and sacrificed for your country. Try to remember the good times and make peace with the bad times. Share your stories. But most importantly, stand tall and proud, for you have earned the right to be called a Veteran.

Submitted by Marlene Kier - Author Unknown

December 2023 Secretary's Report

Be sure to check in periodically on your collector cars to see that while sleeping that they are ok in every respect and are totally comfortable while being laid up for the winter.

If there are any issues centered around the hibernation period, it is better to catch them while they are small as opposed to finding out next spring that you should have looked in on the cars in the winter.

We will see you at next cars and coffee or the Holiday Party.

Jim Day, Secretary



REMINDER!!

AACA and GVACS 50-year Membership Awards

AACA and GVACS 50-year membership awards are two different programs and there is no correlation between the two. GVACS does not maintain a database for AACA 50-year memberships and AACA does not maintain a database for GVACS 50-year memberships.

AACA 50-Year Membership Award: If you believe you are eligible for a 50-year AACA award, contact Jon Curtis jcurtis@aaca.org or phone 717-534-1910.

GVACS 50-Year Membership Award: The GVACS 50-year award is the waiving of GVACS membership dues only. AACA dues are required and should be paid by December 31st unless you have been awarded an AACA 50-Year Membership. Per our current roster, we have no members with a 1973 join date that makes them eligible for the GVACS 50-year membership award this year.

For Sale

1931 Ford Model A Cabriolet

Located in Honeoye Falls.

Very complete nonrunning older partially completed restoration. Mechanically restored with a rebuilt motor and chassis. Partially completed new interior with the seat, rumble seat and kick panels done. Materials are available to complete the door panels.

Appraised two years ago

\$18,500 with a 5++ rating.

Contact Kathy Gilda at 585-329-2469



Actual Announcements by Flight Attendants & Pilots

As Told By Passengers

- From a pilot during his welcome message: "We are pleased to have some of the best flight attendants in the industry...unfortunately none of them are on this flight!"
- "We do feature a smoking section on this flight; if you must smoke, contact a member of the flight crew and we will escort you to the wing of the airplane."
- After a particularly rough landing during thunderstorms, a flight attendant announced: "Please take care when opening the overhead compartments because, after a landing like that, I'm sure everything has shifted."
- From the pilot: "We've reached our cruising altitude now, and I'm turning off the seat belt sign. I'm switching to autopilot too, so I can come back there and visit with all of you for the rest of the flight."

Touring Places

By Myron Smith, VP - Region & Chapter Development & Support - Western Division

Several years ago the VMCCA started a progressive tour following Lewis and Clark trail. Each year they hold a 5 day tour which follows the route. Different people 'host' the tour each year making the arrangements for 'their' portion of the route. It has been an interesting combination of driving old cars and learning about the adventures of Lewis & Clark. We were unable to follow it each year until the last 2 years. The 2022 tour went from Bismarck ND to Great Falls MT, and in 2023 the tour went from Dillon MT to Lewiston ID.

There are a number of interesting roads that would make good tours. The Lincoln Highway is a prime example that some people have done periodically and of course the Route 66 route seems to be one some groups or individuals follows almost

every year. Maybe the TV show is what brought so much interest in this road.

When going to and from Hershey this year I started to notice signs for the 'Historic National Road.' It appears to largely follow US 40 and Interstate 70 for a number of miles. Something about the name 'National Road' sounded familiar so, of course, I Googled it and found it was the first major 'improved' highway built by the Federal Government. When I saw that it terminated at Vandalia, IL, I knew why the name sounded familiar as we spent an hour or so there looking around on our way home from the National Convention in Williamsburg, VA. It's an interesting place with many old buildings.

Legislation was signed by Thomas Jefferson in 1806,

for funding of a road which was promoted by Jefferson's Secretary of the Treasury Albert Gallatin. The road was surveyed from Cumberland Maryland to the Mississippi River (It is also known as the Cumberland Road).

The purpose of the road was to spur interest in settlement in the 'west' and was a primary route for settlers and commerce for many years. Construction



began in 1811. Funding for the road was intended to come from the federal government selling land in Ohio. Political disagreements regarding funding for the road were constant and, in 1840 with the road unfinished, funding stopped with

the end of the road being in Vandalia, IL. Vandalia had been the Illinois capitol when the road was being built.

Were someone to take on the project of making a tour of the National Road it could be an interesting one.



Downtown Vandalia, Illinois





2023 GVACS HOLIDAY DINNER

HOSTED BY JOEL & ANN NEAL AND DON & LINDA HOSENFELD

Sunday Afternoon, December 10, 2023

Shadow Lake Golf and Racquet Club

1850 Five Mile Line Road, Penfield, NY

Arrive at 1:00 PM - Arrive & Socialize - Cash Bar - Hors D'oeuvres
2:00 PM Dinner - Short Program following Dinner

Dinner Selections:

Each selection can be prepared gluten free. Indicate "GF" on your reservation form below.

Each selection includes service charge, gratuity and a generous GVACS subsidy.

All dinners are served with house salad, rolls/butter, vegetable, starch and conclude with Dessert.

- Ranch Club Steak - 6 oz. Sirloin Grilled and finished with Sauteed Mushrooms,
Pearl Onions and Demi-glace..... \$32.00
- Alaskan Cod - 6 oz. Herbed Bread Crumb Crusted Filet with Sherried Lobster Sauce \$32.00
- Classic Chicken French \$32.00
- Vegan - Snow Peas, Shiitake, Baby Corn, Broccoli, Red Peppers, Thai Coconut Sauce, Cilantro, & Cashew
Fried Wild Rice..... \$32.00

SOMETHING NEW FOR CHRISTMAS

Instead of having a "bring one, get one" gift exchange at our Christmas Holiday Dinner this year, we are asking attendees to consider bringing a new, unwrapped toy for a child, ranging from infant to 14 years of age, to donate to the Pirate Toy Fund. The Pirate Toy Fund is a nonprofit organization that distributes new toys year-round to children in need throughout the Greater Rochester region. It was co-founded by local children's entertainer, Gary the Happy Pirate and Dave and Lorrie Simonetti. The charity originally provided toys to patients at the Golisano Children's Hospital but now includes all area hospitals and agencies that help children in need. More information on this organization can be found by searching Pirate Toy Fund on the internet or going to their website, www.piratetoyfund.org.



Make checks payable to GVACS. Send form below to:

Linda Hosenfeld, 1579 Hennessey Road, Ontario, NY 14519

Reservation deadline is Monday, Dec. 4, 2023.



Name(s): _____ Phone: _____

Ranch Club Steak _____ x \$32.00 = _____

Alaskan Cod _____ x \$32.00 = _____

Classic Chicken French _____ x \$32.00 = _____

Vegan _____ x \$32.00 = _____

Total enclosed _____



GVACS Activities Calendar Updated November 20, 2023

Dates 2023 - 2024	Activity/Event/Speaker	Organizer/Hosts
 December 10, 2023	Holiday Party Shadow Lake Golf and Racquet Club 1850 Five Mile Line Road Penfield, NY	Joel & Ann Neal Don & Linda Hosenfeld
January 2024 Event	No Event This Month	
February 2024 Event	?? Game Night, Boetcher Lodge ?? Pineway Ponds Park, Park Rd. (Rte 259) Spencerport, NY	Need Volunteer(s)/Host
 February 2024 Event Date TBD	Florida Winter Picnic Marge Thurley 217 Rotonda Blvd. North Rotonda West, FL 33947	Marge Thurley
 March 2024 Event Date TBD	Pancake Run to Cartwright's	Bob & Judy Keenan
April 2024 Event Date TBD	??Ideas??	Need Volunteer(s)/Host
May 2024 Event Date TBD	To Be Planned	Nancy & Jerry Huffman
 June 2024 Event Date TBD	Ice Cream Social	Betty Reilly & Judy & Bob Keenan
July 2024 Event - Date TBD	National Car Collector Appreciation	Need Volunteer(s)/Host
August 2024 Event Date TBD	?? Summer Picnic ??	Need Volunteer(s)/Host
September 2024 Event Date TBD	??Ideas??	Need Volunteer(s)/Host
October 2024 Event Date TBD	??Ideas?? ? Fall Run ?	Need Volunteer(s)/Host
November 8, 2024	Indoor Meeting - 7PM Annual Meeting and Speaker Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY	Need Volunteer(s)/Host
December 2024 Event Date TBD	Holiday Party	Need Volunteer(s)/Host

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THE BRASS LAMP - DECEMBER 2023

THE BRASS LAMP

Genesee Valley Antique Car Society Inc.

Mr. Robert Dilger

43 Harvest Road

Fairport, NY 14450 - 2831

Address Service requested

Web Site: WWW.GVACS1.COM

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*Merry
Christmas*
& HAPPY NEW YEAR

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