



The  
**BRASS LAMP**  
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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.*



**Brian & Mary Moon's**  
**1965 Plymouth Fury III**

# THE BRASS LAMP - JANUARY 2023

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**A Message From Your Editor Judy Keenan**

**W**hat a wonderful way to end 2022 and bring in 2023. The Christmas party at Shadow Lake Golf Course was enjoyed by all. Thank you Nancy and Jerry Huffman.

I am so proud of all that we've accomplished this year. Brian and Mary Moon presented a wonderful slide show at our Christmas party to review 2022.

I hope everyone is looking over their best chili recipes for February's meeting. There will be prizes for the best recipe! Bring your favorite game to share. If you want to play *Left, Right, Center*, bring 4 quarters along. This went over big last year!

I wish everyone health, wealth, and new blessings to count each day in 2023. Here's to feeling thankful for the year behind and enthusiastic for the year ahead. Bring it on 2023!



Blessings, Judy



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**A Message From Your President Don Dear**

**R**inging in the new year with wishes to all for a Happy Healthy 2023! Thanks to you, our GVACS members, the activity calendar is almost full. To volunteer for an activity, just contact a Board member. It is an easy process.

Thank you, Nancy and Jerry Huffman, for a terrific holiday party. Shadow Lake is the perfect venue. Everyone enjoyed the delicious dinner, fun and games, the gift exchange, raffle and the gathering of special friends. The table decorations were created by Judy Keenan and Marlene Kier. Lucky winners of those were treated to an assortment of sweets. Kudos to the Moons for their 2022 slideshow. It is so much fun to see the recap of our activities.

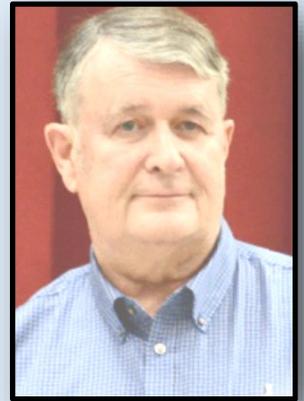
Thirty GVACS members attended the December

Cars & Coffee at the Browncroft Restaurant. Lots of stories were shared that day! Thank you, Chris, for arranging this.

Check out the news about our February Chili Cook-Off. This will be a “hot” event, so sign up soon. February also features the Florida picnic hosted by Marge Thurley. See the details for these events in this issue.

Be safe as you navigate in the winter weather and keep warm!

Enjoy the ride! Don



**YOUR NEW 2023 GVACS OFFICERS & BOARD MEMBERS**



L to R: Ann Neal, Board Member, Jim Day, Secretary, John O'Connor, Board Member, Brian Moon, Board Member, Chris Dear, Board Chair, Bob Dilger, Vice President, Brad Sargent, Board Member, Don Dear, President

**THE BRASS LAMP - JANUARY 2023**



06 Richard Barrett	12 Betty Reilly
07 Ann Steinbaugh	15 Dyson Gay
08 Rick Spurr	18 Margaret Adams
09 Anne Burton	24 Pt Crowley
09 Scott Deno	26 Deb Joseph
11 Marlene Kier	31 Dot Gaylord
11 Evelyn Lloyd	31 LaVerne VanDeWall
12 Carol Peters	



11 Charlie & Nancy Bauder	1964	59
19 Edward & Jean Sherry	1952	71
20 Doug & Joyce Drake	1973	50
31 Anson & Nancy Johnson, Jr.	1959	64

## Sunshine Report

**As of this day there is no one in the hospital. We do have a few members recovering at home.**

**Joanne Stahl and**

**Sandy DeGroff**

**“Here’s to you - steadier, stronger and better every day!**



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## 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 @ pthurley@yahoo.com.

**GVACS 2022 Holiday Party at Shadow Lake Golf and Racquet Club**



**GVACS 2022 Holiday Party at Shadow Lake Golf and Racquet Club**



## **AACA National Calendar and Other Events**

### **January 2023**

#### **26-28, Winter Nationals**

Miami, Florida - South Florida Region  
305-992-5902

### **February 2023**

#### **9-11, 2023 AACA Annual Convention**

Williamsburg, VA  
717-534-1910

### **April 2023**

#### **13-15, 2023 Southeastern Spring Nationals**

Charlotte, NC - Hornets Nest Region - 704-847-4215

#### **April 30-May 3, 2023 Southeastern Division Tour**

Oak Ridge, Tennessee, E. Tennessee Region  
865-803-6412

### **May 2023**

#### **18-20 Eastern Spring Nationals**

Gettysburg, PA  
Gettysburg Region - 717-582-3209

### **June 2023**

#### **25-28 Eastern Divisional Tour**

Denver, PA - AACA Library hosting  
717-534-2082

### **July 2023**

#### **16-22 Founders Tour**

Ontario, Canada - Ontario Region  
905-305-7747

#### **26-29 Special Eastern Summer Nationals**

Norwich, NY, Rolling Antiquers Region  
607-334-2907

### **August 2023**

#### **10-12 Grand Nationals**

Bettendorf, Iowa - Mississippi Valley Region  
309-373-2169

### **October 2023**

#### **3-6 Eastern Fall Nationals**

Hershey, PA - Hershey Region  
717-566-7720

***Flea market set-up is Monday, show date is Friday***

#### **22-27 Revival AAA Glidden Tour (Pre-1943)**

Thomasville, Georgia - VMCCA hosted



## **Help Wanted!**

GVACS positions to be filled:

As of January 1st, 2023 we do not have a Treasurer. Jerry Huffman has graciously volunteered to fill-in for the time being.

### **Treasurer**

Jerry will work beside you and make sure you are comfortable with the position before stepping aside.

The primary duties include budget planning, financial reporting, record-keeping and managing incoming and outgoing funds.

Please contact Jerry Huffman if you are interested at 746-7421.

## Elmer Liimatta's 1934 Ford

By Elmer Liimatta from Reminiscing in Hemmings Classic Car under Reader's Rides  
Submitted by Don Dear

I grew up in Detroit, Michigan. My dad, with only a fifth-grade education, was a good mechanic and had a job at Packard Motor Company. During World War II, Packard had contract work building Rolls-Royce engines for the North American P-51 Mustang fighter planes and PT boats—more than 9,000 of those engines. During that time, we rebuilt used cars because the production of new civilian vehicles had ceased. It was something we still did afterwards; believe it or not, cars were still scarce in 1949. It was a problem, as I was 17 years old and had thoughts about a car of my own.

One day, my cousin—who “bird-doggin,” or spotting cars for dealers—came over and said, “Elmer, I have a car for you.” That Sunday afternoon we went to his house, which was about 10 miles away. There sat a 1934 Ford Victoria. It was hard to miss with that front end, and it had doors that opened from the front. The car had been used as a paint truck by a previous owner and it had big hooks on the left side that were used to hold ladders between jobs. Someone had made a wood floor in the back that covered the factory recessed floor.

*Elmer in his other little car Photo courtesy Elmer Liimatta to your right.*

The Ford looked good, but it was tired. I was able to buy it for \$50. When I drove it home there was a cloud of blue smoke billowing from the exhaust. Its engine had used all the oil by the time I got home. During lunch that Monday I took three buddies for a ride. Unfortunately, it didn't last long because the engine stalled, and it was so worn it would not start. We pushed it home.

The solution was to rebuild the engine. While we were at it, we made our own dual exhaust system using 1.50-inch diameter flexible tubing. My Ford had a nice snap to it. Later, I put two Smithy mufflers on it. But now that it

sounded good, it needed to look good. We found a pair of doors at Ford Salvage over in Highland Park and bought a can of metallic blue (a silver-blue) paint. Dad took the compressor from an old refrigerator, and an old army surplus air tank, and put them together to create his own air compressor. To make it portable, he made a little cart with casters. It worked well enough that we painted the Ford's 17-inch spoke wheels yellow.

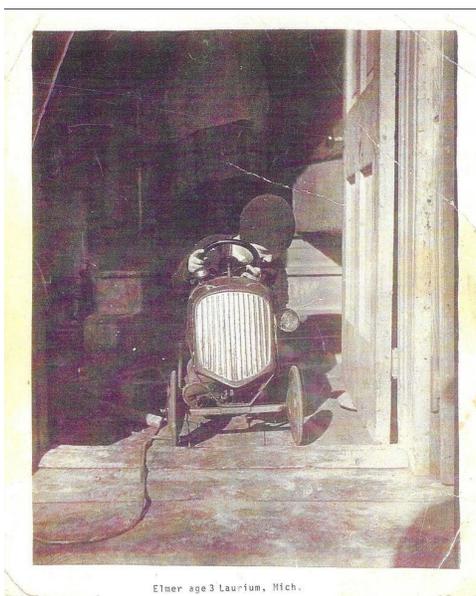


Photo courtesy Elmer Liimatta

That summer a friend and I made a 1,500-mile trip to northern Michigan to visit our grandparents. When I went faster than over 49 mph, water would squirt out from under the radiator cap; my friend suggested my mother arranged that. During one trip, I was pulled over in Hancock, Michigan, and given a ticket for illegal horn blowing. I had a wolf whistle mounted on the intake manifold; the vacuum operated the whistle when I hit the switch. The fine cost me \$4.25, plus \$1 in court costs. I borrowed the money from

my grandmother. I picked up three brunettes that summer, too, one of whom called it, “Elmer's little car.” One eventually worked for—and retired from—Dodge Truck where she ran a paint computer in Warren, Michigan. Ford said the Victoria was a four-passenger car, but I was able to pack six or seven friends into it.

After a few months I sold my Ford for \$275 because we were building a new house and dad needed money to help secure a mortgage. I was eventually able to buy a 1935 Ford Fordor for \$100. I blew a couple of engines while I owned it, maybe because I loved to wind it up in second gear. I miss the



Elmer age 3 Laurium, Mich.

three-on-the-floor. After a while I could pull the engine in 45 minutes.

Today I'm still into these cars. I'm currently building a 1932 Ford with '35 Ford wheels, the only year they had 16-inch, 30-spoke steel wheels. I just need a Brookville pickup roadster body to go with the chassis.

1953 Bowman Antique Auto Collector Cards Are Mini Works of Art

By Jeff Peak, 12 January 2021, Automotive History, Entertainment, Hagerty Media  
Submitted by Bill Boudway

Years before automakers brought back once-popular-but-discontinued models to boost their lineup — the Chevrolet Camaro and Dodge Charger immediately leap to mind—the tug of nostalgia had been used the same way on a much smaller scale.

In the 1930s, the Bowman Gum Company of Philadelphia began competing for the heart, soul, and pennies of gum-chewing Americans—mostly youth—by distributing cardboard collector cards with its bubble gum, hoping that those who wanted to accumulate an entire set of images would be encouraged to buy more gum. It’s an idea had been effectively used with a different product and audience in the late 1800s and into the 20th century, when picture cards depicting various subjects were included in small packs of cigarettes. Baseball players were the most popular.

In the early 1950s, Bowman had effectively eliminated its chief bubble-gum card competitor, Leaf, but soon a new company—Topps, Inc., of New York—had joined the collector card war and was threatening Bowman’s market share. While professional baseball and football were the most popular subject matters and served as the obvious head-to-head battlegrounds, both companies looked for additional themes that might make inroads among young and old.

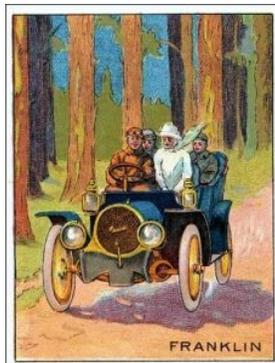
By 1953, Bowman’s “non-sport” offerings included a

64-card “Firefighters” set, a 128-card “Frontier Days” set, and a 96-card “Television and Radio Stars of the National Broadcasting Company” set. The company’s smallest offering—in number of cards, not size, since all of Bowman’s cards measured 2 1/2 inches by 3 3/4 inches—was a 48-card set called “Antique Autos.”

Although plenty of popular and attractive cars from the 1920s, ’30s, and ’40s could have been included in a 1953 set devoted to classic automobiles, Bowman’s colorful images depicted only cars from the “Golden Age” of automobiles. The images are detailed works of art, colorful drawings that show each car in a “natural” setting, with drivers, passengers, and appealing backgrounds. They have white borders and black trim around the artist’s rendering.

If the cards looked vaguely familiar to a certain age group, it was for good reason: The same drawings were used in an “Automobile Series” tobacco card set in 1910. Those cards, offered in packs of Turkey Red Turkish Cigarettes, measured 2 inches by 2 5/8 inches (noticeably smaller than the Bowman versions) and included 50 cards in total, two more than in the Bowman set. (The Hotchkiss and Premier cars got the boot.)

Another obvious difference between the two (continued on page 11)



## 1953 Bowman Antique Auto Collector Cards Are Mini Works of Art

By Jeff Peak, 12 January 2021, Automotive History, Entertainment, Hagerty Media

Submitted by Bill Boudway

versions is found on the backs of the cards. While the 1910 tobacco cards (referenced as T37 in *The American Card Catalog*) have identical backs—with large “Turkey Red” lettering and a full list of the automobiles—the 1953 Bowmans (catalogued R701-1) have different backs that give context to the era in which they were produced.

In the early 1950s, new 3-D technology was being used (tried?) in movies, so Bowman decided to give this reissued card set a “modern” twist by using the same 3-D gimmick. The backs of each card (numbered 1–48) have an image that’s nearly identical to the front, but in a 3-D format that will give you a headache if you stare too long. Since 3-D images require 3-D glasses, retailers handed out free glasses with every four packs purchased—although you can’t really call them glasses. You hold them up to your eyes, kind of like a magnifying glass, and unfortunately, they don’t work.

The biggest advantage that the 1953 Bowman set has over its 1910 Turkey Red cousin is that Bowman’s production staff provided a brief history of each car in a short copy block on the back. The descriptions are printed in red ink, however, which makes them difficult to read, especially if the card is in rough condition.

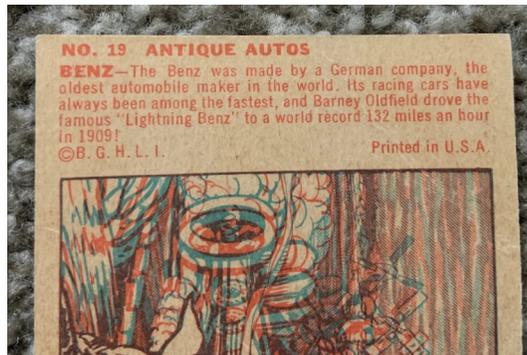
Here’s the copy about the #4 Fiat Racer, for example: “The Italian Fiat has been one of the world’s best racing cars for many years, and also one of the most expensive passenger cars. This racer was equipped

with one of the very first engines cast in one piece. The cylinders had a very long stroke, and the car cost \$5500.”



Most of the images are horizontal—they’re the most aesthetically pleasing—but 12 are vertical, an awkward way to portray a car that leaves little space at the top and bottom of the image.

Today the cards are neither rare nor particularly expensive, with most ranging from \$5 to \$30 apiece, depending on condition. You can also find the older Turkey Red cards at similar prices, although they aren’t as numerous and a full set will likely take a little more effort to assemble.



For automotive enthusiasts on a budget, both antique sets are collectible and attainable. Plus, they don’t require the garage space of their real-life counterparts. You can even find the Bowman-issued 3-D glasses for sale—not that they’re of much use. The 3-D gimmick didn’t help Bowman in-period, either, as the company soon lost its bubble gum battle with Topps and in 1956 sold its assets to its rival for \$200,000 (the equivalent of \$1.9 million today).

Sixty-five years later, Topps is still producing collector cards, although it’s been years since it issued an automotive set. Ironically, it’s also been decades since Topps or any other manufacturer included bubble gum in each pack of collector cards. For those of us who know that bland taste all too well, maybe it’s a good thing—regardless of nostalgia.



## Winter Driving

A Murray Stahl Muse (From a Facebook Post)

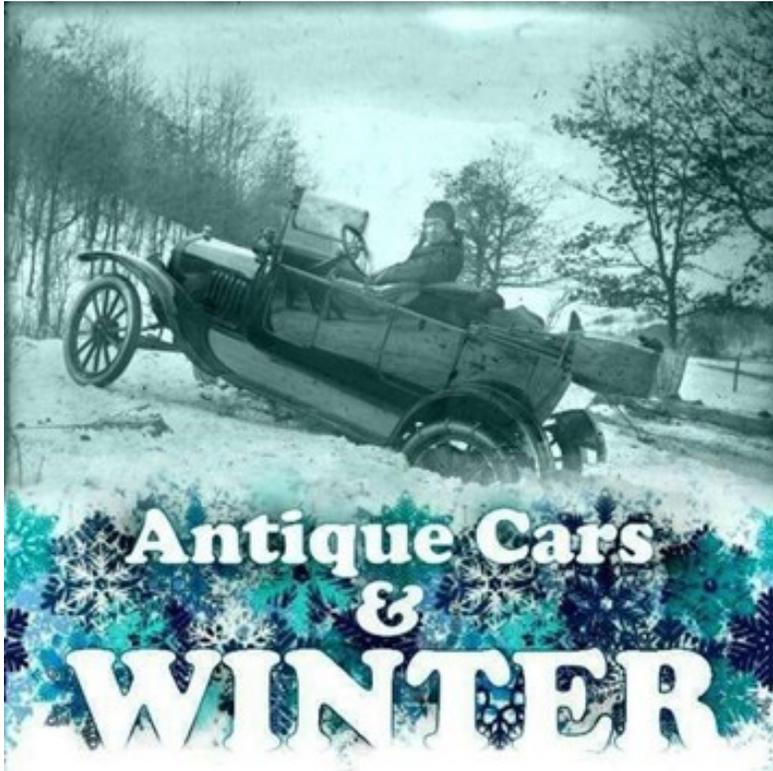
Well, here in New York, we just got hit with a big snowstorm—and it's not over. On the deck overlooking my backyard, the accumulation measures a good thirty inches deep. The wind is howling and I'm praying we don't suffer a power-failure because the cars are solidly snowed in and there'd be no way to travel to where there might be heat.

As I sit here, regarding the living room thermostat with lugubrious eyes, I marvel at the pluck and dauntlessness of our forebears who lived with

horseless carriages during harsh winter seasons of the Brass Era. On one hand, it feels like a completely foreign experience, and yet, on the other hand, I own and operate one of those ancient machines - a 1915 Model T Ford.

I mean, here's a motor vehicle; a car that sits and hibernates in my garage all winter long because the conditions outside the big roll-up door are so darned harsh. That kind of thinking would have provoked a contemptuous laugh back in the day when driving this century-old Tin Lizzie was considered a luxury compared to dealing with horses and wagons. No heater, no windows, no windshield wipers, no nuthin'. In fact, back in the heyday of the American horseless carriage, mostly no paved roads.

Winters were just as bad back then as now, and these early automobiles were depended upon to get the job done. It was that or the oat-burner whose stall needed to be shoveled out every day, but I suppose getting caught in the rain or snow was about as much fun in an open Brass-Era run-about as it was with that horse.



I look up from my cable TV and out the window as the winter streets are starting to be plowed of snow and salted. Days from now, after the county gets the roads cleared, I'll get in my modern car, hit the climate-

control/defroster, switch on the heating elements in the rear window, listen to the satellite radio and use the windshield washer and wipers to clear away the salt. And once the car finishes melting itself out, I can operate the power windows to squeegee them off and electrically adjust the heated side-view mirrors while the fanny-fryer in my seat keeps my tushie warm.

For those of us eccentric enough to own one, a horseless carriage is a precious historical toy to be played with on only the most beautiful of sunny summer days; a curiosity that would be no fun at all if we needed it to perform the kind of work for which it was actually designed. Oh, we've got it so easy.

**Secretary's Report December 2022**

As winter officially approaches, our collector cars for the most part are asleep until spring. We now depend on the social aspects of GVACS to carry us through the winter.

I am now officially taking responsibility for the GVACS Secretaries duties from Nancy Huffman who has done so much work for years.

We owe Nancy a debt of gratitude for assuming responsibility for the Secretary, Membership and Website for so long.

Going forward, be advised that for all GVACS Secretaries issues that you would normally address to Nancy, please address those items to me at [jameslday21@gmail.com](mailto:jameslday21@gmail.com), text or phone at 585-202-4450.

Best Regards,

James L. Day, Secretary



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**FUNNY OLD CAR STORIES**

by John Gunnell, *Old Cars Weekly*, Feb. 12, 2007

One reader said that he once took a job on a 25-man construction crew working in a jungle. I'm not sure if it was in South America or Africa, but he said that there were rules that no one was supposed to bring anything in with them. This man broke the rules and brought a stack of *Old Cars Weekly* issues into the jungle. I'm not sure how he snuck them through customs, but he did. No one else brought in a magazine, book or newspaper. For six months, the only entertainment the 25 men had was reading *Old Cars Weekly*. I wonder if they all became car collectors ... or better yet, OCW subscribers?

This second story was told to me by a Bugatti enthusiast, after I told him one of my friends owned a restored Austin A90 Atlantic convertible – a British model that looks like a full-size Dodge-'em car. This man said he had bought the same type of car for \$1,500 in the early '50s when he worked in Viet Nam. While he was there, a movie company came to town and offered to rent his car to use in their motion picture. They paid him \$1,500, the same amount he had spent to buy the car. During the filming, the car was stolen, so the movie company gave him another \$1,500 for it. After a time, the police found the car and returned it. The filmmakers had already left the country, so the money did not have to be returned. A year later, the man was reassigned and had to leave Viet Nam. Just before moving, he received a call from a local fellow who said, "I'm the man who stole your car and I liked it so much while I had it that I would like to buy it back. Since the man was moving and had to get rid of the car anyway, he sold it to the thief for . . . you guessed it . . . \$1,500.

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**December's Cars & Coffee at Browncroft Family Restaurant in Rochester**



**Overheating**

*By Fred Trusty, AACA Executive Vice President*



Ever since I bought my 1935 Packard 120 it had an intermittent overheating issue but if I keep the car moving and it's no problem. Last year on the day of our local region picnic the temperature was in the low 90's but I decided to drive the Packard anyway. I thought, it's only 25 miles to the clubhouse so what could happen? Why is it that in situations like this what could happen always does? We got caught in stop and go traffic and the car overheated, died, and wouldn't restart. Sitting in a 1935 Packard at the side of the road on a humid 90-degree day is not fun but at least I could say, "my wife is hot." We got to ride home in a new chauffer driven Ford F-450 tow truck. Needless to say we were very late for the picnic, but the good news is there was still food left.

Early this summer, I finally found time to start work on the overheating problem. Even after sitting in the garage all those months it fired right up. The first thing I checked was the thermostat. Using my cordless infrared thermometer, I heated a pan of water on the stove to 150 degrees and then put the thermostat in the water and then turned up the heat. Right at 160 degrees it opened. I let the water cool and it closed. The second thing I did was pull the radiator out and have it pressure and flow tested. It tested fine plus the local shop didn't charge me anything. He said he liked old Packards. Next, I plugged the lower block coolant fitting and filled the block with

water through the thermostat neck. Then I opened the block draincock and clean water came out with no rust or debris.

Hmm! What to do next? I got on the AACA Forum. One of the posts said to check the coolant distribution tube that runs the length of the block behind the water pump. Off came the water pump and out came the tube. Both were in good shape. By now I'm thinking, "What the heck is going on here?" I called several friends to see if they could think of anything, but they suggested what I had already done.

I must have read the cooling section in the Packard shop manual a dozen times. Then I looked at the parts diagram. The thermostat is held in the neck by a sleeve which is basically an open-ended cylinder with a flare on one end which is used to hold the thermostat in the neck. Someone who had worked on the car in the past had put the sleeve in backwards preventing the thermostat from opening.

To be sure the sleeve was the problem, on a very hot day I drove the car slowly at a stop and go pace for about 30 minutes. The temperature stayed in the 160-180 degree range. Then I let it sit in the sun idling. After about 15 minutes the temperature started to go past the 180 degree mark but when I drove it the temperature went back down. At some point I might install an electric fan but for the time being I'm just going to drive and enjoy the car.

# GVACS WINTER PICNIC

PRIZES For  
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## & CHILI

Bring your  
favorite game

## COOK



## OFF



## February 26, 2023 Pineway Ponds Park

Boetcher Lodge, Park Road (Rte. 259)  
Spencerport, NY 14559



Starts at 12 noon and we will eat at 1 pm

We are having a Chili Cook-Off. If you participate in the Chili contest, that will be your dish to pass. If you do not want to enter the contest bring a dish to pass or dessert. Also bring your table service and drink. There will be hot dogs and rolls if you wish to make Chili Dogs. After we eat, we will play our favorite games.

### For Reservations Call or Email:

John O'Connor @ 585-377-2252 or Email: [wjoconnorjr@usa.com](mailto:wjoconnorjr@usa.com)

I will bring Chili \_\_\_\_\_ OR Dish to Pass \_\_\_\_\_ OR Dessert \_\_\_\_\_

*Please pick one!*

Bring your favorite game to play and/or 4 quarters to play Left, Right, Center!

Hosted by: John O'Connor, Bob & Judy Keenan, Tom & Sue Smith

# **CARTWRIGHT'S** **MAPLE TREE INN®**



## **Pancakes! Pancakes!**

**TENTATIVELY**

**March 27th @ 8:45am**

Join us for our 10th Annual Pancake Outing to

**Cartwright's Maple Tree Inn**

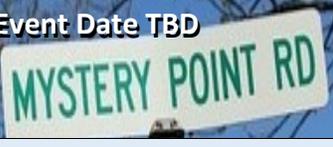
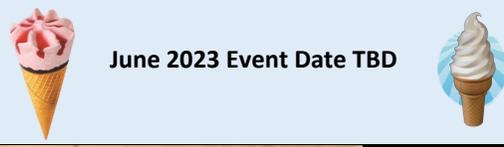
**4321 County Rd., 15A, Angelica, NY 14709**

We will meet at 8:45 am in the Lowe's parking lot on  
Hyland Drive by Marketplace Mall.

**For Reservations Call or Email:**

**Judy Keenan @ (585) 414-5358 or Email: [jmiller1313@hotmail.com](mailto:jmiller1313@hotmail.com)**

# GVACS Activities Calendar Updated December 11, 2022

Dates 2023	Activity/Event/Speaker	Organizer/Hosts
January 2023 Event	No Event This Month	
<b>GVACS CHILI COOK OFF</b>  February	Chili Cook-off & Game Night, Boetcher Lodge, Pineway Ponds Park, Park Rd. (Rte. 259) Spencerport, NY	Bob & Judy Keenan John O'Connor Tom & Sue Smith
 February 2023 Event Date TBD	Florida Winter Picnic Marge Thurley 217 Rotonda Blvd. North Rotonda West, FL 33947	Marge Thurley
 March 2023 Event Date TBD	Pancake Run to Cartwright's	Bob & Judy Keenan
April 2023 Event Date TBD	??Ideas??	Need Volunteer(s)/Host
May 2023 Event Date TBD 	Mystery Run - Tentative	Ron DeGroff
 June 2023 Event Date TBD	Ice Cream Social	Betty Reilly & Judy & Bob Keenan
 July 2023 Event Date TBD	National Car Collector Appreciation	Pat & Evelyn Lloyd
 <b>August 2023 Event Date TBD Picnic Time</b>	Summer Picnic Foreman Park - White House Pavilion, 4507 Lake Rd. Pultneyville, NY	Joe Kozloski & Linda Perkins
September 2023 Event Date TBD	??Ideas??	Need Volunteer(s)/Host
October 2023 Event Date TBD	??Ideas?? ? Fall Run ?	Need Volunteer(s)/Host
November 10, 2023	Indoor Meeting - 7PM Annual Meeting and Speaker Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY	Need Volunteer(s)/Host
December 10, 2023 Tentative Date	Holiday Party Shadow Lake Golf and Racquet Club	Joel and Ann Neal & Linda Hosenfeld

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**THE BRASS LAMP - JANUARY 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

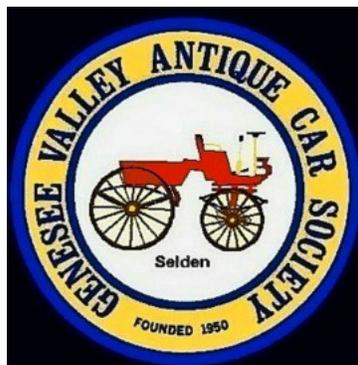
Volume 61 Number 01

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*Happy  
New  
Year*

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***Celebrating Our 72nd Year***



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