

The
BRASS LAMP
WWW.GVACS1.COM

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November 2023**



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 Klingensmith's
2010 Chrysler Sebring Retractable**

THE BRASS LAMP - NOVEMBER 2023

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A Message From Your Editor Judy Keenan

Another wonderful tour with GVACS. Brian Moon arranged a ride out to the Livingston County Veterans Memorial in Mt Morris. The ride to Mt. Morris was very colorful. The weather was a little wet but with umbrellas and raincoats we explored the 250 poppies that were made by a collaboration between Livingston County and Genesee Valley BOCES.

The project was started in 2019 and was delayed by weather and dedicated in 2021. I was lucky enough to attend the dedication. My sister Connie and brother-in-law Frank helped make many of the poppies. Frank is a veteran of the US Army. He was one of the flag bearers in the dedication.

Each Veteran or volunteer that made a poppy could put a tag on it and dedicate it to someone. They decided to make these tags look like a dog tag.

The Genesee Valley BOCES students then proceeded to make stainless steel dog tags to put on the

poppies. The veteran's name was inscribed on the tags and what branch of service they were in.

There was a lot of bonding and new friendships made with this project.

The picture to the right shows me with my brother's poppy. He served in the US Army in Germany. This tour was extra special for me. Thanks Brian!

Blessings, Judy



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A Message From Your President Don Dear

What a terrific touring and cruise-in season we have had this year. Our cars have seen smiles, heard family stories and received many compliments. Thanks to all who participated in these events. Now is the time to go back through the 2023 Brass Lamp issues and enjoy the photos from our events. Visit www.gvacs1.com.

Kudos to Chris Dear and Brian Moon for an awesome tour to Eagles Mere, PA. A light rain did not hinder fun times. Enjoy photos in this issue from the Eagles Mere Auto & Air Museum, Endless Mountains Veterans Memorial Museum, Laporte Historical Society and Bill's Bike Barn. All worth a special visit.

Thanks to Brian Moon our October tour to the Livingston County Veterans Memorial. Metal poppies honor veterans of Livingston County. The GVACS group enjoyed lunch at the Charcoal Corral in Perry. Check out photos on the GVACS page on Facebook and in the December Brass Lamp.

November 10th marks the date for GVACS elections. Plan to be there. Geoff Wasmer, our computer

consultant, will also be there to explain some of the new scams and how you can spot and avoid them.

Our holiday event will be at Shadow Lake on December 10th. Sign up now. Fun for all! Our GVACS awards will be presented at this time. Don't delay. Send in your registration today!

AACA and GVACS dues are due very soon. AACA renewal info was on the latest issue of the Antique Automobile magazine. GVACS renewal information is in this issue. You can pay GVACS dues at the November or December event.

The 2024 event calendar still has openings. Sign up now. If you have ideas or questions, contact a Board member. It is your club and your input is important.

Enjoy the ride! Don



**GVACS Annual Meeting and Election of Officers and Directors for 2023
Friday, November 10, 2023 at 7PM**

The GVACS Annual Meeting and Election of Officers and Directors for 2023 will take 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 Board of Directors has approved the following slate of nominees for GVACS Officers and Directors for 2024. They will be presented at the Annual Meeting. At that time, nominees from the floor will be called for. (Note that persons being nominated from the floor should have agreed to be nominated.) Be sure to attend the Annual Meeting and participate in the election of Officers and Directors.

<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

NOVEMBER ANNIVERSARIES



02 Louis & Georgia Buccini	1963	60
03 Steve & Sylvia Lamagna	1988	35
06 Joel & Ann Neal	1971	52
08 Scott & Joyce Heise	1969	54
09 John & Ruth Sargent	1984	39
09 Howard & Janet Sharp	1974	49
16 Paul & Sharon Kron	1963	60
19 Richard & Anne Barrett	1983	40
23 Jerry & Marlene Kier	1957	66
25 Gene (Roy) & Donna Harr	1956	67

HAPPY BIRTHDAY



04 Donna VanWyk	16 Marge Thurley
08 Joyce Heise	17 Kay Incardona
14 Randy Clark	23 Scott Heise
14 Pamela Heald	27 Anson Johnson Jr.
14 Ruth Sargent	29 Craig DeNagel
15 Lloyd (Bill) Boyce	



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Nancy & Jerry Huffman won the People's Choice Award at the "Classics on the Hill" show at Oak Hill Country Club on October 1st.



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



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(Cell) 943-4638



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 # _____

The Open Road

By Bob Klingensmith

All right, I admit it, I am too old to go out for a walk along a country road smelling all the scents of the land.

The smell of wild flowers, the aroma of a pine wood, the scent of a freshly mowed field of hay, or passing through an apple orchard, these are the memories of my youth growing up in western Pennsylvania on a warm summer day. There were some memories that one might rather forget, the odor of a freshly fertilized field or the unpleasant meeting with a skunk! Should I happen to go back to that long past country in a modern sedan or S.U.V. these memories would be hidden by the air conditioned comfort we all insist on from the modern automobile.

There are only two modes of modern vehicles that are still open to the delights of a country ride on a summer day, the motorcycle and the convertible. Of course both are less than perfect for the family truckster that are the demanded mode of transportation today. We need a vehicle that will be able to pack a weeks worth of camping gear or the necessary conglomeration of sport equipment our grandkids need for the game.

Gone are the days of the Sunday drive with the family just to see the scenery! Well not so for all of

us, but at my age, there is a need for only room for two. The two being Cheryl and myself. Now if you know most women, there is no way for you to suggest that a woman of a certain age, climb on the back of a Harley. So with that premise, I was thrilled to recently find and purchase a 2010

Chrysler Sebring Retractable with only 20,000 miles on the clock. To make it even better the car came from southern Florida thus totally rust free!

Now you might be curious as to why I am writing about a car that has not yet reached the honored designation of Collector. I became interested in the development of the retractable hardtop as the last time I owned a convertible, it had the regular soft top.

We all undoubtedly remember the Ford 1957 to 1959 that sported the hard top that would disappear into the trunk at the owners request. This car was Ford's most expensive with a base price of \$2,942 in 1957. Many of the people who see my car remind me of that same Ford. I doubt that

many knew of the shortcomings of this well remembered Ford. First of all the top was so large



Continued from page 8

The Open Road

By Bob Klingensmith

and cumbersome that it left only a small box in the center of the trunk for luggage. The second flaw was even more important in that the weight of the top was so great that the car had to be completely level when being retracted. Failure to insure the level of the car when retracting the top would often cause the top to jamb in a half open position. The only solution to this problem was to drive the car to the nearest Ford Dealer to have the top realigned. A costly prospect especially since such a drive could cause much more damage if the car exceeded 30 MPH. But was Ford the first? There are some who would argue that the answer is yes, but they would be wrong!

In 1947 an enterprising team, Lou Horwitz and Charles D. Thomas from Buffalo started to produce a car called the Playboy. Horwitz was president and Thomas was vice president of Playboy Motor Car Corporation. This small car had mainly Retractable hardtops although these were some soft tops in the mix. The car had a price of only \$985.00. Sadly the

car was not well financed and as a result there were only 99 built.



retractable hardtop. All five of these cars still exist but the price of them is in the range of the



Stratosphere! Of this car there were only 79 built.



But the idea of a retractable hardtop did not originate with the Playboy! In 1940 Chrysler created five show cars called the Thunderbolt. All these cars were made with a retractable hardtop. All five of these cars still exist but the price of them is in the range of the Stratosphere!

Now you might think that we have reached the end of my findings, but you would still be wrong. Way back in 1935, Peugeot produced the 4010 Eclipse that also was blessed with a retractable

hardtop. Of this car there were only 79 built. But still the idea goes back!!! In 1919 a man named Ben P. Ellerbeck conceived a manually operated retractable hardtop system on a Hudson coupe but it never saw production!

My Chrysler has brought me not only the pleasure of that open road country drive but also a lesson

in history. Now you know the rest of the story.

Automotive Engineering Blunders - Part One

A Murray Stahl Muse

We all are familiar with mistakes like losing our car keys or backing over a post behind us but in the automotive business mistakes easily morph into expensive blunders.

There are many poorly thought out, business decisions like Ford opting out when offered the Volkswagen company for free at wars end. This came after ceding the Jeep Brand to a nearly bankrupt Willy's. What's lesser known is the large amount of fairly common engineering blunders that have spotted the Automotive History books.

Copper Cooled Chevrolet

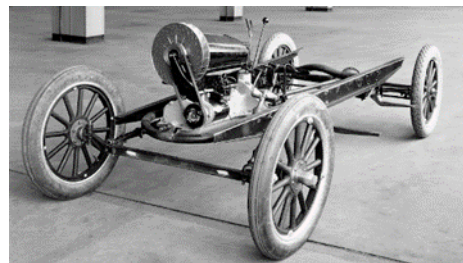
In January 1923, the Copper-Cooled Chevrolet was finally revealed at the New York Auto Show. A louvered grille distinguished it from water-cooled cars, with the copper fins that gave the car its name hidden by a tubular shroud that funneled air drawn by the large cooling fan. The Copper-Cooled Chevrolet stole the show, and GM upper management began wondering how soon the company could ditch production of water-cooled cars altogether. The Copper-Cooled Chevrolet at last entered production, and as winter turned to spring, GM found itself with a new problem: The car market was exploding, and yet Copper-Cooled Chevrolets were trickling out of the factory. The water-cooled Chevrolets was ringing up record sales, and its chief competitor, the outdated Ford Model T, was on the way to its best-ever sales year. Meanwhile, the few air-cooled Chevrolets that left the factory were plagued with problems, primarily overheating and power loss. It was obvious the engine still needed more work.

Oldsmobile, meanwhile, had ceased development of its water-cooled cars and was dumping them on the market, losing around \$50 per car as it waited to



start air-cooled production in August. A committee of engineers was dispatched to report on the status of the air-cooled six-cylinder engine.

On May 28, they filed a devastating report, finding "that the engine pre-ignites badly after driving at moderate speeds in air temperatures from 60 to 70 degrees; it shows a serious loss of compression and power when hot. These major difficulties, plus several minor ones which can be reported in detail if you so desire, lead us to the conclusion that the job is not in shape for immediate production. We recommend



that we set it aside for further development." The GM production Executive Committee immediately canceled the Copper-Cooled engine program, instructing the division to develop a water-cooled car. Meanwhile at Chevrolet, just

759 cars had been completed, far short of the scheduled 10,000 units. Of those, 239 were scrapped right at the factory. Five-hundred cars had left the factory, with 150 in use by factory reps and 300 shipped to dealers; of those, 100 had been sold to customers. In June 1923, Chevrolet recalled every



Copper-Cooled Chevrolet from the field. All but two were destroyed. It was over.

Buick

Even a casual glance at the 1939 Buick chassis will identify something very different about its frame design: It ends abruptly at the rear axle crossmember, without the usual support rails extending to the rear bumper—as if it had been chopped off with a

Automotive Engineering Blunders - Part One

A Murray Stahl Muse

hacksaw. As the story goes, the word came down to Buick from the General Motors Executive Committee, holders of the purse strings, that product cost reductions were in order, and Buick engineers determined that this radical frame redesign was one answer.

Evidently, somehow it was decided that the car's rear body structure was sufficiently strong and rigid on its own, without supporting frame elements, and extensive pre-production testing seemed to support that conclusion. But once the '39 models were out in the field, the change proved to be a mistake, as customers began to report collapsing floor pans and buckling rear body panels. Oops. GM, you made the frame too short.

The pound-foolish cost-cutting move seems especially strange for Buick, a premium General Motors division second only to Cadillac in price and equipment; Posh features that year included column shift and turn signals. Once the defect was identified, the Buick home office in Flint rushed out repair kits to the dealers. Each kit included a pair of formed reinforcement rails, stamped from angle stock, that extended from the rear crossmember to the rear bumper mounts and bolted into place.

Meanwhile, approximately half-way through the model run the chassis was again redesigned to include a conventional rear frame section aft of the rear crossmember. Underneath the surviving '39 Buicks still in existence today, both the repaired and the replacement frames can be found.

There must be something about frames that causes Engineering staffs to diddle designs. In 1953

Studebaker decided to use thinner steel as a "cost" reduction. Yet another fiasco on a basic part.

Studebaker Engineering wanted to try a new idea for the frame, the "Flex Frame, in it's all new, bet the company 1953 car launch ." Historian George Hamlin described the idea as being similar to the flex that is designed into skyscrapers using a thinner gauge steel. The "Flex Frame" was one of those things that looked good on paper, but didn't work out well in the real world. On the road, the production '53 Studebakers "shake, rattled and rolled." The "Flex Frame" was particularly notorious on the



Starliner hardtops, which needed more bracing because the body lacked the stiffness the "B" pillar sedan versions had. The result was cars whose doors wouldn't close and that had shakes and rattles galore – another unforced error. A stronger gauge frame in 1954 solved the problem at an additional \$17 a car. The frame error spoiled the 53 new-car launch.

In 1955 Studebaker's Bread & Butter car was the "family" 4-door sedan. It started the 1955 model year with a traditional flat windshield. They stopped production 2 months into the model-year to redesign a wrap-around front glass. This involved big changes to the doors and cowl area sheet metal to say nothing of sticking the dealers with "old-style" cars and really annoying the customers who had purchased the originals. The new 1955 version was called "Ultra-Vista" but a new name did very little to enhance Studebaker's bottom line after the start-stop production



This completes part One of Two

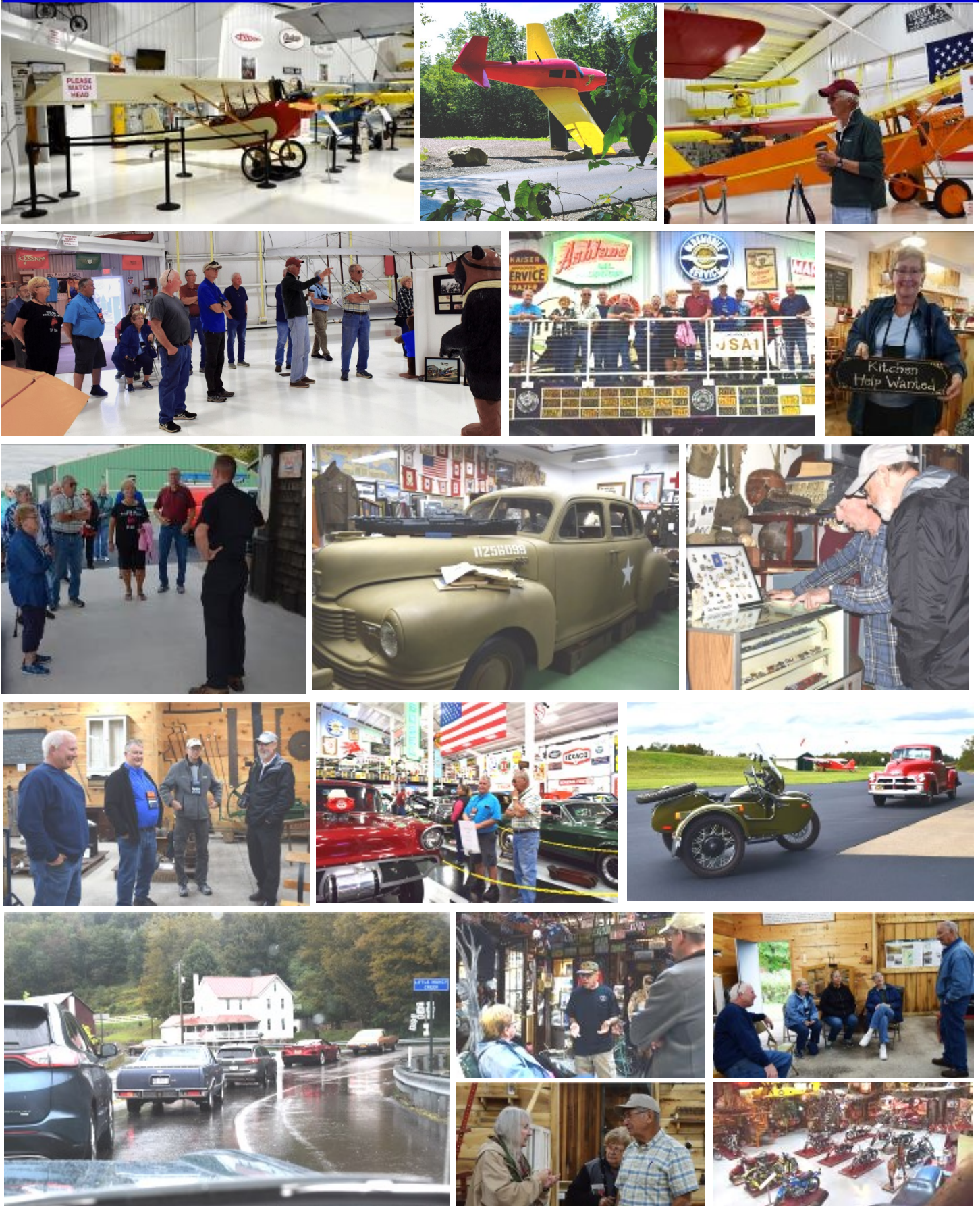
Fini

Pictures of GVACS Weekend Trip to Eagle Mere, PA



THE BRASS LAMP - NOVEMBER 2023

Pictures of GVACS Weekend Trip to Eagle Mere, PA



Trip to the Veterans Memorial, Mt. Morris & Lunch at the Charcoal Corral, Perry



November 2023 Secretary's Report

It is time for the collector cars to begin the long winters nap. If you are driving anything but a yellow Corvair, be sure to check and change if necessary, the anti-freeze liquid in the cooling system. The last thing any of us need is a "cracked block".

It has been a wonderful year for the collector car hobby with for the most part warm and clear weather. Let's hope for an open winter that comes and goes quickly.

Drive safely as the inevitable slippery weather approaches.

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



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 17-23, 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



**Don't Miss Our
Annual Meeting & Election of Officers
November 10, 2023 at 7pm**

Look Who's Returning!

SPEAKER

Geoff Wasmer,
GVACS Technology Consultant

Topic:

Living in a World with Scammers

Location:

Lutheran Church of the Resurrection
3736 St. Paul Blvd., Rochester, NY

*If you have a special topic or concern, please email Chris Dear.
He would like to be able to answer your concerns.*



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 October 20, 2023

Dates 2023	Activity/Event/Speaker	Organizer/Hosts
<p>November 10, 2023</p> 	<p>Annual Mtg & Election of Officers-7pm Speaker: Geoff Wasmer GVACS Technology Consultant Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY</p>	<p>Chris Dear</p>
<p>December 10, 2023</p> 	<p>Holiday Party Shadow Lake Golf and Racquet Club</p>	<p>Joel and Ann Neal Don & Linda Hosenfeld</p>
Dates 2024	Activity/Event/Speaker	Need Volunteers
<p>January 2023 Event</p>	<p>No Event This Month</p>	
<p>February 2024 Event Date TBD</p>	<p>?? Ideas ?? ?? Winter Picnic ??</p>	<p>Need Volunteer</p>
 <p>March 2024 Date TBD</p>	<p>Pancake Run</p>	<p>Judy & Bob Keenan</p>
<p>April 2024 Date TBD</p>	<p>?? Ideas ??</p>	<p>Need Volunteer</p>
<p>May 2024 Date TBD</p>	<p>?? Ideas ?? ?? Brunch Run ??</p>	<p>Need Volunteer</p>
<p>June 2024 Date TBD</p>	<p>?? Ideas ?? ?? Ice Cream Social ??</p>	<p>Need Volunteer</p>
<p>July 2024 Date TBD</p>	<p>?? Ideas ??</p>	<p>Need Volunteer</p>
<p>August 2024 Date TBD</p>	<p>?? Ideas ??</p>	<p>Need Volunteer</p>
<p>September 2024 Date TBD</p>	<p>?? Ideas ??</p>	<p>Need Volunteer</p>
<p>October 2024 Date TBD</p>	<p>?? Ideas ??</p>	<p>Need Volunteer</p>

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