



The
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Don Kittelberger's
1929 Model A Leatherback Fordor Sedan

THE BRASS LAMP - MARCH 2023

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A Message From Your Editor Judy Keenan

Ah, March - for many, synonymous with "spring," starts Monday, March 20th, although not quite here for us in upstate NY. Hopefully the easy winter we have had so far will bring an early warm spring.

I know Punxsutawney Phil's winter forecast was that we will have a longer winter. He rose from his burrow and saw his shadow on February 2nd, Thursday morning, in Punxsutawney, PA. But, given his history, he's probably wrong. Some records says his has been right only 39% of the time.

The Farmers' Almanac is predicting mild temperatures and near normal precipitation. The Farmer's Almanac record is around 50% for accuracy, which is a little higher than that of Punxsutawney Phil's forecast.

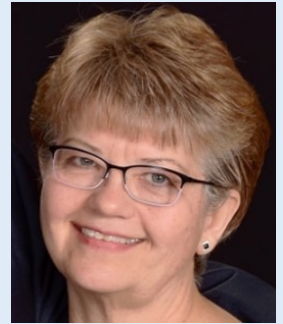
What is Judy's prediction? Rainy spring followed

with a hot summer. So get out your umbrellas, and sun glasses!

Hopefully the weather will be good for our trip to Cartwright's Pancake House. Bob and I are looking forward to meeting you all at Lowes parking lot by Marketplace to all carpool. It should be a great crowd. The Lakeshore Model A club is going to join us for our trek!

I hope everyone is excited to get back on the road again. We have some great venues planned for this year. There are also a few vacant spots. Please help us fill these spots.

Blessings, Judy



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A Message From Your President Don Dear

No matter what Phil the groundhog says about winter, GVACS members are out and about having fun. February is a busy month. Thank you, Jerry Kier, for arranging the popular Cars and Coffee. A small group gathered for a picnic on a perfect Florida day at Marge Thurley's home. The only things missing were Zweigle's hot dogs. They are not available there. Thank you, Marge, for hosting! Pictures from the February events will be in next month's Brass Lamp.

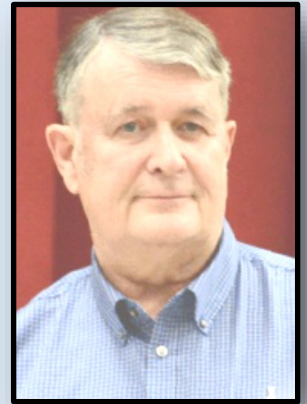
Mark your calendar for Cartwright's Pancake outing in March. Exact date and gathering time is in this issue. The buckwheat pancakes and real maple syrup are not to be missed! It's a good time to gather with your car friends and catch up on the news.

There are still a couple openings for hosting GVACS activities. Call me or one of the Board members to arrange an event. If you do not volunteer, things do not happen.

Recently, Ann Neal, our membership chair, sent out our updated 2023 club roster. Make sure you keep this handy in order to keep in touch with your GVACS friends.

Enjoy the ride!

Don



New Members

W • E • L • C • O • M • E

Welcome to Steve and Marilyn Brown.

GVACS' first new members in 2023.

Steve and Marilyn are enthusiastic antique car owners and are a great addition to our GVACS membership. They are also members of the Early Ford V8 Club and East Grand Packards Car Club.

Steve states that his main interest is in Fords which is reflected in the vehicles the couple owns but their list of autos includes other makes as well. Their classy rides include a 1936 Ford Sedan, a 1946 and 1947 Ford 1 Ton Truck, 1950 Ford Sedan, a 1941, 1948 and 1953 Packard and a 1958 Rambler American.

When not pursuing his four wheeled interests, Steve enjoys music and is a band leader. He did not

specify what type of band but that is just one of the things to be explored as we welcome Steve and Marilyn to GVACS and get to know them better.

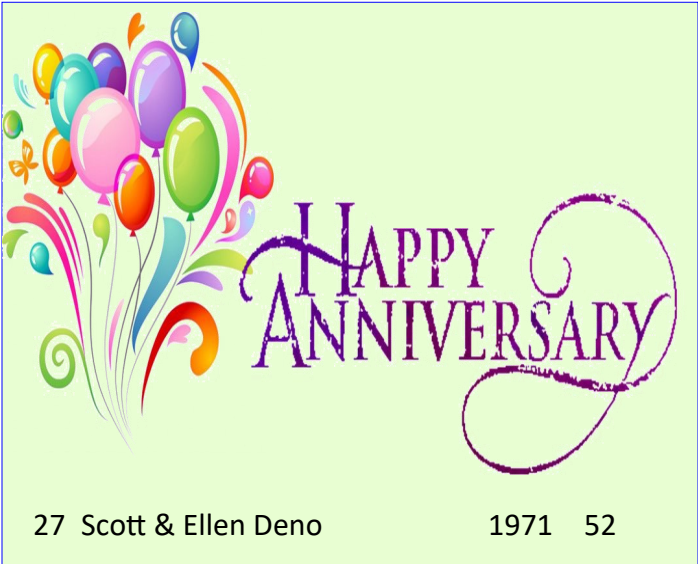
The couple lives in Bloomfield, NY and can be reached at 585-582-2605 or via email at SonnyBrown@aol.com.

Note to other new GVACS members. Once we receive your Member Questionnaire that was sent in your welcome letter, we'll feature a let's get acquainted "New Member Spotlight" about you.



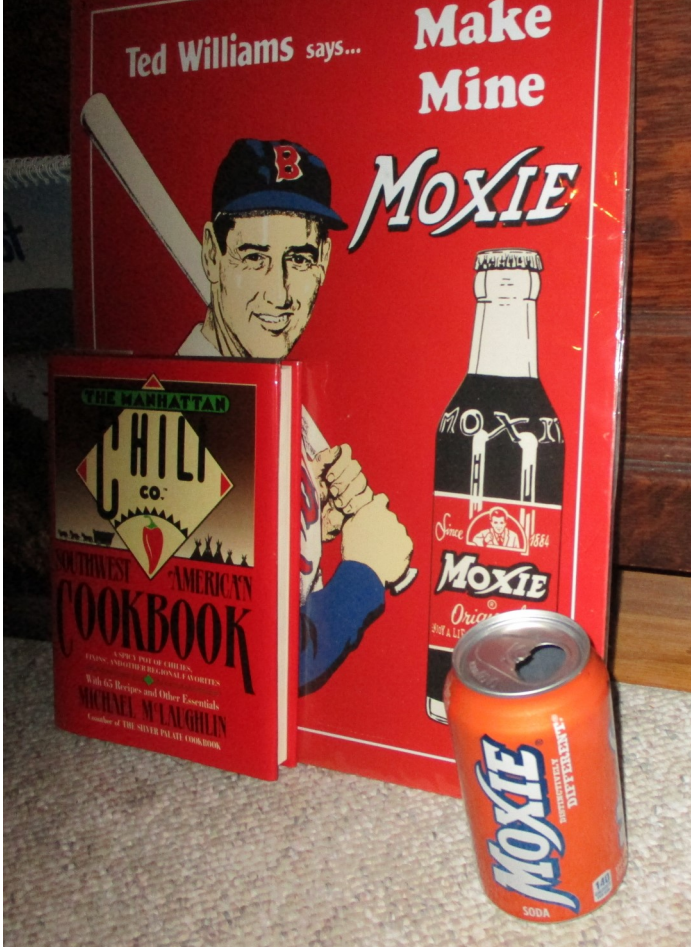
Happy Birthday

01 James Vanwyk	17 Brian Burke
02 Ron DeGross	20 Jean Sherry
02 Joan VanDeWall	20 Nancy Dierks
05 John Adams	23 Cassata, Eugene
10 Murray Stahl	23 Chuck Lynn
15 Bob Gaylord	26 Bob Dilger



27 Scott & Ellen Deno 1971 52

**Wonder what is Moxie Chili?
Bill Boudway made it for our Chili Cook-off.
Watch for pictures in April's Brass Lamp!**



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THINK BEFORE YOU RESTORE

By Myron Smith, VP - Regions Development & Support Western Division

“The car is only original once.” This has become the mantra of those of us who have a strong attraction to ‘original cars’. But what about older restorations or semi originals?

Many a car has been subject to an overly enthusiastic owner who starts to do a total restoration and then lacks the where with all or finances to finish it.

I suggest before you throw yourself into a full-blown project to sit down and do some serious pondering. What do you wish to accomplish? Are you really wanting to put the time and money into a full restoration? You can climb the ladder of trophy seeking.

AACA has 4 advancing show runs followed by maintenance awards in AACA and probably similar awards in the marque clubs. Do you want a car you can put the kids or grandkids in and run down to the local malt shop on Saturday nights, or a car to take to Cars and Coffee? Are you wanting a ‘road car’ that you can do tours and trips over long distances?

After being in the hobby most of my life, I’ve done the show route and have several ‘trailer queens’. Once they are restored, gotten their trophies they do one thing for sure; they deteriorate.

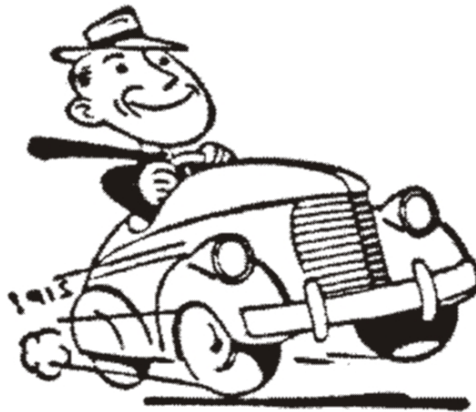
So, if you’re committed to the show circuit, unless you sell which I seldom do, you’re going to have a vehicle subject to the perils of time, just like when the car was new. Maybe not as fast but it happens.

My 1959 El Camino has been restored since 1975. It needed some work after being a daily driver in Nebraska with salty winter roads and an encounter with another car that ran a stop sign. However, with today’s technology and masterful body men, much of it’s originality could have been saved. But at the time I wanted the trophies. Do I regret the restoration? Yes, I guess I do, but we’ve had fun showing it and that is not to be discounted. I am the second-generation custodian of it being purchased new by my family and there is hope the 3rd and 4th generation will appreciate it too.



On the other hand, I have another 1959 which was not ‘restored’ although I collected new old stock pieces for it for years, then decided that with a little touch up it could still be an ‘original’ car. Personally, I like that much better. It’s gone the HPOF route and still we are able to drive it occasionally.

So, this brings me back to my original thought, “what do you really want to accomplish with your car?” If it is having a vehicle that is a work of art, restore it, just realizing that you’re probably never going to be completely done with it as shortly it’ll need freshening. If your idea of fun is to get the thing out in public, realize it’ll deteriorate also, but you can have fun playing with the thing. If you have enough originality to be able to keep it that way; it won’t get scratches, it will just get additional patina. It’s a big hobby, find your niche.

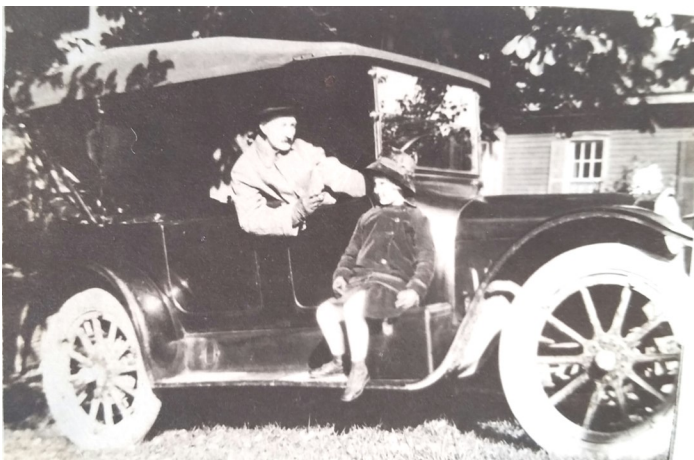


Secretary's Report March 2023

We are now past the half way point in the winter of 2022/2023 and at the time that this is published, we will have just over 20 days left of winter. It is time to start making our cars ready for the spring and summer of 2023.

There have been no board meetings this month and as such very little to report on as we look forward to another year of fun and enjoyment in our antique cars and with each other.

James L. Day , Secretary



Connie Dilger's Grandfathers Car

ULTIMATE LIST OF SHARING TIME *Ideas* FOR APRIL

Next month is April and we do not have an activity planned. Here are some ideas for someone to volunteer to take the reigns and run with it. All you need to do is:

1. Pick an activity
2. Give the Editor the information and she will make the flyer for the newsletter. We usually like to put it in at least two months ahead so people can put it on their calendars. If that is not possible, then 1 month would have to suffice.
3. The treasurer will tell you what the budget is for your activity. Save your receipts and submit to treasurer for reimbursements.
4. Ask any board member for any help or guidance.

IDEAS:

- | | |
|---------------------------------|-----------------|
| Eating at a restaurant. | Zoo |
| Going to a museum. | Artisan Works |
| Memorial Art Gallery | Air Show |
| Picnic at your home or park. | Lighthouse |
| Susan B. Anthony Museum | Car Show |
| Rundel Memorial Bldg | Boat Rides |
| National Toy Hall of Fame | Game Night |
| Mt. Hope Cemetery tours | Lilac Festival |
| Rochester Public Market | Lumberjack Show |
| Arboretum in Highland Park | Theatre |
| Strasenburgh Planetarium | Wine Trail |
| Strong National Museum of Play | Summer Concerts |
| George Eastman Museum | Play |
| Rochester Museum & Science Ctr. | High Falls |

AACA National Calendar and Other Events

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

6-8 Central Spring Nationals
Auburn, Indiana
Crossroads of America Region - 727-415-7679

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

16-19 Vintage Tour (1931 and earlier)
Aroostook County, Maine
Maine Region - 207-768-1033

September 2023

14-16 Special Central Divisional Tour (Up to 1998)
Piqua, Ohio
Southern Ohio Chapter - 937-689-6901

25-29 Western Divisional Tour (Up to 1998)
Santa Barbara, CA - AACACaliforniaTour@mail.com

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



GVACS TREASURER

POSITION NEEDS 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.

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.

Remembering Some of the Good Old Times!



Checker, The Car Designed as a Taxi

A Murray Stahl Muse

There was a time when you didn't have to fold in half as you entered a 15-year-old Uber-Toyota for a ride. Cabs have pretty much always been around in various configurations as this 1910 model shows. I remember a business trip to Mexico where we rode in taxis that were simply VW -Bugs with the passenger front seat removed so you could get into the rear. The Checker standardized Taxis but as always change is always with us as Uber and Lyft vehicles are the opposite of standardized.

The little Checker car company actually offered a bespoke vehicle designed around the passenger's comfort and needs, imagine that. "Change is usually a good thing, but only when it advances the overall good." Checker adopted this as its slogan and worn it proudly. The company took that lack of change during this period seriously, almost to the level of religious zeal. When the hottest trend in automobile design was glitzy chrome and sky-high fins, Checker didn't change. When square headlamps replaced round ones, Checker didn't change. Their most familiar model is the A8 and it's a monument to simplicity.

Credit for the A8's handsome, but almost painfully plain body-

work often goes to designer Raymond Dietrich of LeBaron fame, who had an association with the company. More interesting than the bland sheet metal, perhaps, was its manner of construction: All the exterior panels were of heavy-gauge steel and bolted on for ease of repair; a very clever and useful feature in a taxi. Front and rear bumpers were interchangeable. In most big cities, Taxi companies operated their own "wrecking-Yards" to cannibalize parts from worn out Checkers.



The studio clay model (to your left) accurately captures the production A8 look, but shows a different grille than was eventually adopted. When the next model in the series, the four-headlamp A9, was introduced in 1958, the styling was extremely similar, but in fact all the outer stampings were changed.

The standard A8 cabin layout offered a stark driver compartment and a gigantic rear seat and floor with two folding jump seats for additional passengers. Other configurations were available on order, including a sedan-ambulance. While the Checker A8 and its successors were designed for taxi fleet use, from the start the company tried to accommodate private customers with special orders and later, civilianized models



Checker, The Car Designed as a Taxi

A Murray Stahl Muse

including the Marathon and the Superba. Other variants included the Aerobus, a stretched-body airport limo.

One would make a mistake, though, by claiming that Checker resisted change entirely from 1959 to 1982. After all, the company built several unsuccessful prototype replacements in the late 1970s, and, while the overall design and architecture of both its civilian and fleet cars remained the same in that period, tweaks to the design, a number of different engines and several derivative models kept the Checker fresh.

There is confusion about Checker Taxi and The Checker Motors companies. The Taxi was a dominant taxicab company and national franchisor that was based in Chicago, Illinois. Checker Motors was a vehicle manufacturer, based in Kalamazoo, Michigan, that built the iconic Checker Taxicab, sold until 1982. Both companies were owned by Morris Marken by the 1930s; these two companies owned by one person were very close in direction.

Checker did build cars for public consumption alongside taxis during its early years. But the company would focus mainly on taxis for the next 35 years or

so, building a reputation for durability, while simultaneously outfitting huge fleets of cars in Chicago, New York City, Cleveland and Columbus,

Ohio, that looked an awful lot like GM products starting in 1947. The A8 that Checker introduced in late 1955 brought not only a fresh face, but the concept of competition to the taxi market, as cities across the United States began to allow modified passenger cars from the major manufacturers to operate as taxis.

In the repair shop legend, the Checker was built on a General Motors truck chassis, but in truth the platform was the company's own design,

with a robust (indeed, truck-like) X-braced ladder frame and independent front suspension that borrowed the 1954 Ford's ball-joint geometry and lower control arms. A Dana-Spicer 44-series rear axle

rode on leaf springs, combined with Wagner extreme-duty drum brakes, Ross steering, and a Warner three-speed manual transmission. An automatic would come later. The Checker was engineered to be as simple, sturdy, and serviceable as possible, and in the field, it proved to be nearly indestructible—

zombie-like, as many fleet managers discovered.



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You see Checker cars all the time in Chicago. The Superba and Marathon series are made on the same assembly line with the famous Checker taxicab . . . the car that's proven itself for heavy-duty service . . . in all weather . . . on all types of terrain.

Passengers ride in limousine comfort. There's head-room for a Paris hat . . . hip-room for a hoop skirt . . . leg-room for a basketball star. And both the Superba and Marathon are available in station wagons. Cargo space? Over 50 cubic feet of it, and the widest tailgate made. When there's a long load to carry, the tailgate drops flat.



Best of all, Checker sedans and station wagons are all low-priced. The 8-passenger sedan costs no more than most of the midsize cars.

TAXI-PROVEN
CHECKER
Dealers all over the East



Checker Motors Archives - Gilmore Car Museum

(continued from page 11)

Checker, The Car Designed as a Taxi

A Murray Stahl Muse

The A8 was powered by the venerable Continental Red Seal F-226 engine, a basic six-cylinder flathead also found in industrial and agricultural equipment. (Kaiser-Frazer used an in-house variant of this powerplant.) An extra-cost OHV version with a crossflow head was later offered. When Continental abandoned the passenger-car business in 1964, Checker switched to Chevrolet engines of various types and displacements.

Checker designed its cars for quick service, thus fenders and bumpers easily bolted on and off and body parts easily interchanged throughout the model years. In fact, a 1980 brochure boasts: "Checkers are built so you can cannibalize 'em when necessary!" Windshields did increase in size around 1968, the same year federally mandated safety equipment appeared on the cars.

But wing windows, which went out of vogue in the late 1960s and early 1970s, remained on the Checker through the end. Knowing its taxis would have to face the nastiest of New York City potholes, Checker stuck with the body-on-frame design throughout the car's life and overbuilt everything under the body pucks. Checker maintained the 120-inch wheelbase of the standard four-doors and station wagons for the entire life of civilian production. However, long-wheelbase (at 129 inches) versions appeared in 1963 (denoted by an E in the model number, A-11E, A-12E) and lasted

through 1982.

From 1922 until 1959 Checker's production vehicles were built almost exclusively for the commercial livery (taxi) business, although the company would build vehicles for personal use if requested. Checker entered the consumer vehicle market when it saw its

production of Checker Taxis decline.

Beginning in 1960, Checker introduced the Superba, its first model specifically built for the consumer market. Joining the Superba in 1962 was

the Marathon, which took the place of the Superba Special. Checker's cars were lightly marketed using campaigns that centered on their durability and unchanging style. Checker also promoted their vehicles as 200,000-mile cars at a time when most US automakers shied away from mileage promises.

With the Marathon entirely outmoded, and lacking the funds to develop a more modern vehicle, Checker Motors produced its final vehicle in 1982 after members of the Markin family decided to end automo-

bile production rather than meet labor demands. They had a great run of five decades in their little niche. In Rochester we have a Checker currently used as a kind of lawn ornament in front of Mann's Jewelry on Monroe Avenue; and so it goes.

Fini



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Who really Invented the Motor Car?

Submitted by Don Dear

Have you ever heard of Siegfried Marcus? Neither had I, until I was part of a recent panel discussing early automotive history for [the BBC World Service's The Forum](#) program broadcast.

Although Karl Benz and Gottfried Daimler are credited with inventing the transportation device we've come to know as the automobile, it was actually Siegfried Marcus who was first, and by two decades.

It was as early as 1864 that Marcus started making petroleum-fueled motorcars. The Austrian inventor who would hold 131 patents, though he never applied for one for the motorcar, became an apprentice mechanic at age 12, went to work at 17 for a company that built telegraph lines, and later worked as a medical equipment technician.

In 1860, he opened his own shop in Vienna to produce mechanical and electrical equipment.

"Who really invented the first automobile?" Michael MacRae [writes on the website of the](#)



American Society of Mechanical Engineers. "It all depends on how you define words like 'automobile,' 'first,' and 'invent.' But if the question is, who was the first to gear a combustion engine to a set of four wheels to make it go, the answer must be Austrian inventor Siegfried Marcus.

"His primordial design lacked numerous now-standard features such as brakes, steering, and seats, to name a few," MacRae notes. "But what

it did have – an internal combustion engine, a carburetor and four wheels – would provide the basic DNA of gasoline-powered automobiles for the next 140 years and counting."

So why haven't we heard of Siegfried Marcus? Austrian school children learned about him and considered him a national hero of sorts in the early years of the 20th Century. But then the memory of

Marcus was all but erased.

Why? Because he was Jewish, and after the Nazi

(continued on page 15)

Who really Invented the Motor Car?

Submitted by Don Dear

invaded Austria in 1938, records of his work were destroyed and his name removed from text books.

“They largely succeeded in writing him out of history,” MacRae explains. “Exact dates for his key innovations are still difficult to nail down. But there is no obfuscating the fact that this ahead-of-his-time engineer and inventor built four progressively sophisticated combustion-engine cars over a 10-to-15-year span, and many of his inventions have found their way into the cars of today.”

One of his motorcars did survive World War II, hidden behind a false wall at the Vienna Technical museum (and currently is owned by the Austrian Automobile Club). Only in recent years have Marcus’s accomplishments

drawn attention, especially to his work on ignition and carburetors.

As it turns out, MacRae writes, “Self-propelled transportation was an intellectual rather than commercial enterprise for Marcus. He pursued his many areas of technological interest, including the use of liquid fuels for lighting applications.

“When he realized the explosive force that occurred when he used sparks to ignite an atomized petroleum-and-air mixture, he quickly realized the potential to harness that power to do work. His

two-cycle internal combustion engine was born.”

One of his first projects was using his engine to power a four-wheeled cart, which MacRae notes “had the ultimate manual transmission.”

“For his first attempt, he mounted the motor on a four-wheeled cart and connected it to the two back wheels. It had the ultimate manual transmission – literally a hefty helper who lifted the back end up to

hand-start the car by spinning a rear wheel. When ready to roll, the assistant lowered the car and off it went – for a history-making 500 feet.”

- Marcus’ early petrol-fueled engine
- Siegfried Marcus status at Austrian museum

Marcus would refine his future vehicles, one of them re-

portedly used to shuttle passengers from the train station to a hotel, but apparently, they all were one-offs and he did not produce them for sale.

Marcus died in 1898 and MacRae notes that “during his lifetime, he was widely considered (and formally honored as) the originator of the motorcar.”

To read more about Marcus, visit [the Hebrew History](#) or [The Truth About Cars](#) websites.





Give the Gift of Life!



Nancy Shield is an extraordinary human being and was an amazing teacher for 30 years. She is in need of a liver donor for a kidney transplant. Are you a candidate to give life to this wonderful woman, mother, and wife? Please consider finding out and doing something selfless and powerful. Do you know someone who might be? Please share and above all, love one another.

SaveALife104@gmail.com

This request came from Rand Warner. He has known Nancy for roughly 40 years and said she is a wonderful person who has blessed many. Nancy currently requires dialysis treatments multiple times per week just to survive.

Rand said "Thank you so much!"

CARTWRIGHT'S MAPLE TREE INN®



Pancakes! Pancakes!

March 29th @ 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 by March 27th to:

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

GVACS Activities Calendar Updated February 11, 2022

Dates 2023	Activity/Event/Speaker	Organizer/Hosts
 <p style="text-align: right;">March 29, 2023</p>	Pancake Run to Cartwright's	Bob & Judy Keenan
April 2023 Event Date TBD	??Ideas??	Need Volunteer(s)/Host
 <p>May 2023 Event Date TBD</p>	Mystery Run - Tentative	Ron DeGross
 <p>June 2023 Event Date TBD</p>	Ice Cream Social	Betty Reilly & Judy & Bob Keenan
 <p>July 8, 2023</p>	National Car Collector Appreciation	Pat & Evelyn Lloyd
 <p>August 2023 Event Date TBD</p>	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
 <p>December 10, 2023</p>	Holiday Party Shadow Lake Golf and Racquet Club	Joel and Ann Neal & Linda Hosenfeld

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