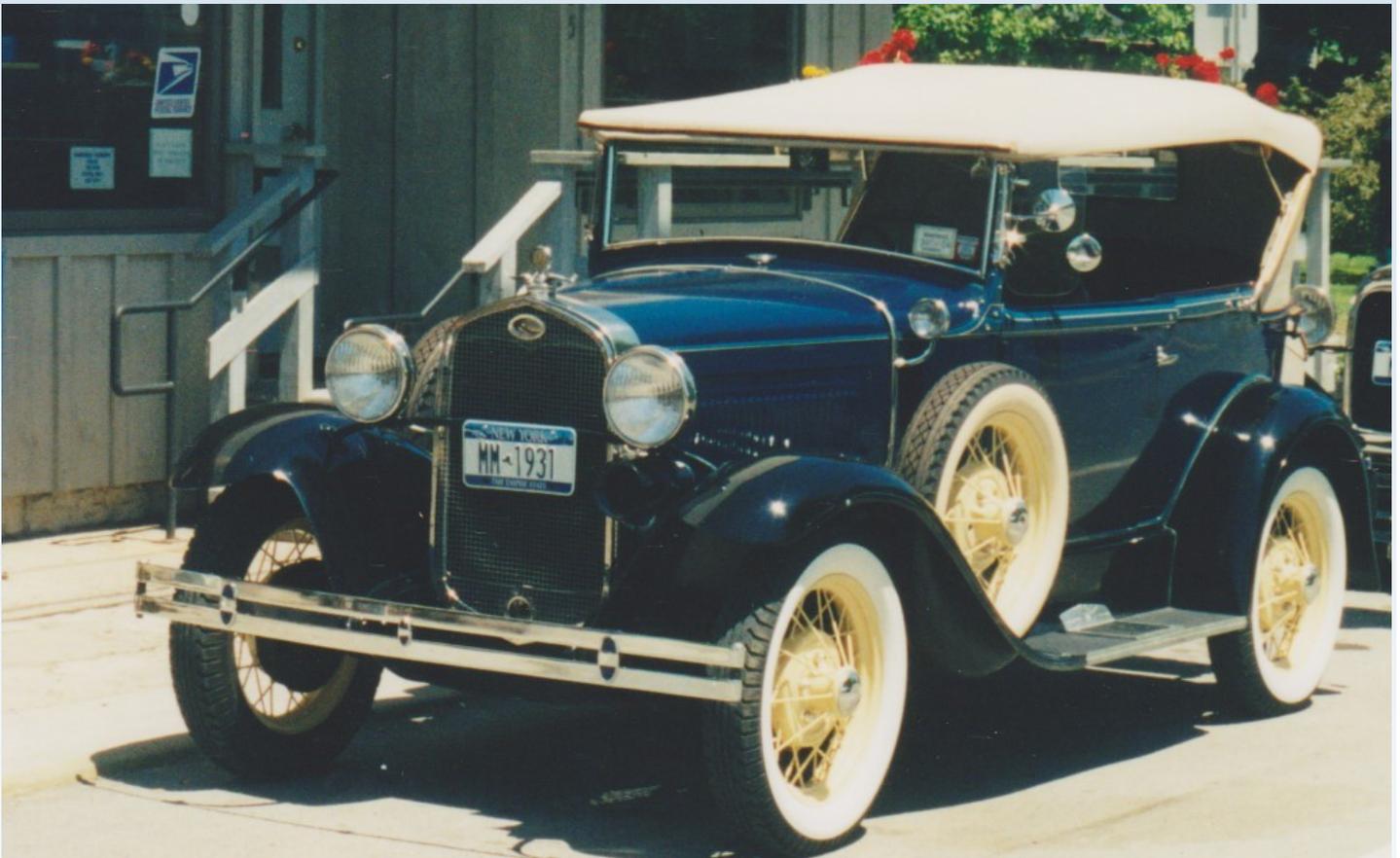


The
BRASS LAMP
WWW.GVACS1.COM

Rochester, New York

VOLUME 60
NO. 4
April 2022



John Martin's

1931 Model A 2 door Phaeton

*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.*

THE BRASS LAMP - APRIL 2022

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A Message From Your Editor Judy Keenan

Left, Right, Center. Those of you who came to game night learned a new game. I noticed some of us have two lefts or two rights or their left is their right and their right is their left. All in all we had a few laughs.

After playing this game I got to wondering who designated which was the left hand and which was the right hand. So I immediately went to my smart phone and asked google. Nowadays isn't that where we get all the right answers?

This is what I found. The word "right" comes from the Old English *riht*, whose original meaning was "straight", in other words, not bent or crooked. The word "right" also took on the meaning of "good" and "correct". Most people in the world, between 70% and 90% are right handed. Because of this, people in ancient times came to think of right-handedness as being correct. They saw left handedness as being wrong or flawed. Therefore the dominant hand became known as the "right" hand, literally meaning the correct hand.

The word "left" comes from the Old English *lyft*, meaning "weak", and was used to designate the weaker, non-dominant hand. So instead of calling one hand the correct hand and the other hand the weak hand we now call them left and right!



We can't leave the last word "Center" out of our explanation. It comes from the Latin root *centr* or *centrum*, originally the fixed point of the two points of a drafting compass (hence "the center of a circle").

You never know what you will miss when you miss one of our meetings. You won't want to miss the next two meetings. Check out the flyers on pages 16 and 17 to see what we have planned for you. I am sure you will walk away with a few interesting facts you never knew!

Blessings, Judy

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A Message From Your President Don Dear

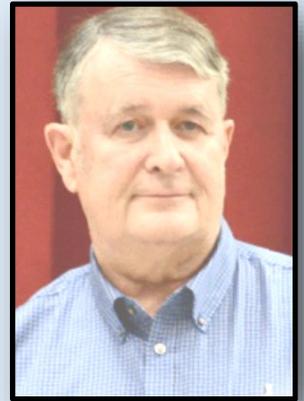
April is a time for sunshine, spring flowers, shining up your special car, and planning for festivals and car events. Every day new events are being announced on Facebook.

There was a great turnout at game night in March. Lots of fun and prizes! Thank you, Judy Keenan and Nancy Huffman, for planning this! Enjoy the pictures in this issue.

Thank you, Jerry Kier, for arranging Cars & Coffee at the Panorama. Always a good time to chat with our car buddies. Delicious food, too!

It was recently announced that Jerry and Nancy Huffman will be retiring from their responsibilities for GVACS. They have dedicated many years of service to GVACS and they are leaving big shoes to fill. Treasurer, Secretary, Membership and Web-

master positions need to be filled as a result of this. 4 members have come forward and have volunteered to fill these positions. Your Board of Directors and Officers will be making decisions on these changes in the next few months. Stay tuned for updates.



Check out event notices in this issue and mark your calendars! April's meeting features James Hard, the Union's last veteran of the Civil War. Plan to join us on April 8th.

Enjoy the ride!

Don Dear



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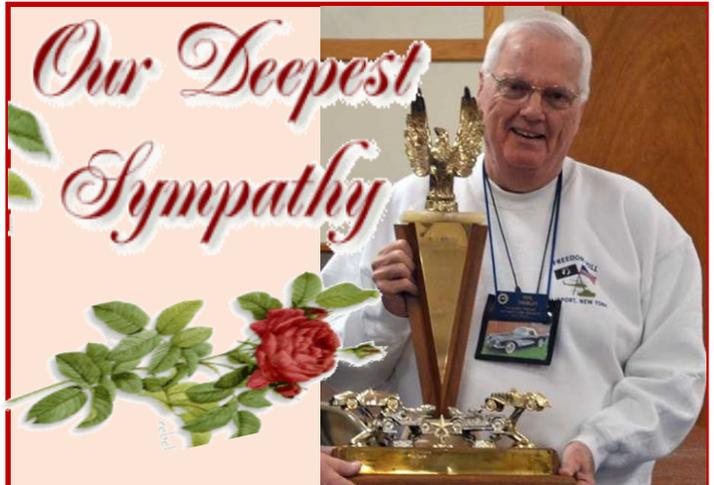
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- | | |
|--------------------|------------------|
| 04 Mary Ann Boyce | 18 John McAlpin |
| 05 Sedat Ogultekin | 19 Doug Drake |
| 05 Joyce Drake | 24 Paul Kron |
| 12 Robert Spinelli | 24 JoAnne Stahl |
| 14 Barbara Ford | 29 Grace Boudway |
| 17 Steven Heald | 30 Betty Steeb |



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| 06 Don & Christine Dear | 1974 | 48 |
| 07 Laverne & Joan VanDeWall | 1951 | 71 |
| 12 Joe Kozloski & Linda Perkins | 1986 | 36 |



Condolences to Marge Thurley on the passing of her husband Phil on March 10th. They were married for 56 years. Phil joined GVACS in 2005. He served as President in 2010, served on the Board of Directors and was Board Chair. He received 10 Active Participation Awards. He was the Club Engraver for over 9 years. He and Marge have organized and hosted numerous GVACS events and hosted the GVACS Florida Winter Picnic for 9 years. Phil will be missed by all.



Condolences to the family of Arbid Lakeberg, a former GVACS member who passed on March 6, 2022 at age 95. Many will remember him and his love of Packards.

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BLAST FROM THE PAST

Taxi

Written by Harold M. Gilbert in his book *Looking Back*.

Harold was a member of GVACS and left us many stories of his past in this book.

In '35 my brother and a friend got to be good friends of a long time taxi driver here. The taxi driver was a good-hearted fellow. His cab was a 1931 seven passenger Pierce Arrow Straight Eight with a one hundred thirty-nine inch wheel base. This does sound like a big car and it was. However, Sam was only about four feet ten inches tall and sat way down low in the seat.

Our town had a famous health resort since the 1850s. As automobiles gradually replaced the horse and carriage, Sam was the official taxi driver. The resort was only occupied by the idle rich so he was real busy, catering to their transportation needs.

Numerous times, four or five ladies would hire him to drive to Rochester, 45 miles away, for an

afternoon shopping spree. Most of these trips my brother and his friend were asked to go along. The three would sit in front and the ladies in back using the extra two jump seats.

My brother often remarked, "In spite of Sam's

height, he sure could scoot around in traffic with that big car." Sam really reaped the harvest on these trips as he would drop off the ladies at one place and pick them up there, four

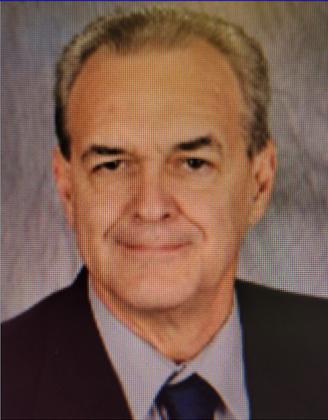


hours later. Meantime, Sam and friends had a half day to themselves, for movies and whatever.

In late 1936 Sam bought a new taxi. It was a 1937 Chevy Deluxe Four-door with everything on it in accessories. It cost \$1000, which was a real high price for only a Chevy. Of course that was when a buck was a buck.

I Need Your Help!

By Dave Anspach, Vice President, National Activities



*Dave Anspach, Vice President
National Activities*

As chairman of the 2022 Winter Nationals, I can tell you that it takes a lot of planning. It can be done in shorter periods but in most cases it takes at least a year and usually 2 years to put it all together.

If you look at the AACA events calendar for 2024, I can tell you it is EMPTY!

For that matter, 2023 still has holes in it and there are even gaps left in 2022! With a bit of help, you can still fill those gaps. AACA shows and touring are the essence of our organization.

Holding these events allows your members an opportunity to have some social time and a chance to show the general public what a great hobby we have. In addition, I know of no better way to increase the value of your car than to fasten an AACA award to the front of it.

Lets start with touring. The allure of traveling the countryside in your antique satisfies in so many ways. It takes us back to a simpler time when things were easier and cars were something we worked on as part of our regular activities. Traveling as a group, we experience social activities and, yes, we repair those breakdowns (and we all have them) together.

Planning a tour is almost as much fun as participating in one! Your group ends up traveling the routes over and over to make sure they can be handled by a variety of cars. You look at the resources available to make traveling easier and fun. The group plans the stops and spends time together and along the way you meet new people that ask questions and usually you end up getting new members. It can also be an opportunity for your group to make some money. Properly planned tours can be quite profitable for your group! Right now, there are openings for 4 tours in 2022, The Vintage Tour in 2023, and Just about every tour in 2024!

A Nationals requires a bit more work, but it also has potential for more rewards! It is a great opportunity to get your group to do a major activity together. And remember, you are not in this alone! The staff and board of directors along with numerous National committees are here to help you every step of the way. All that is needed is for you to get things started! So what do you say? Get your club together at your next meeting and discuss it. If you think a visit from a director or committee member will help....just say so and we will see what can be done! It takes every Region and Chapter in the Nation to make this club, and to move it ahead. PLEASE, consider hosting a Tour or Nationals; you will be glad you did!

From The AACA Rummage Box - Winter 2022



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**Pictures from GVACS Game Night
at Lutheran Church of the Resurrection**



John & Margaret Adams



Jerry & Marlene Kier



Brian & Mary Moon



John Ross & Ron DeGroff



Judy & Bob Keenan



Don & Linda Hosenfeld

**Pictures from GVACS Game Night
at Lutheran Church of the Resurrection**



Joel & Ann Neal



Bill & Grace Boudway



Bob Dilger



James Day & Nancy Boggs



Jerry & Nancy Huffman



Sue & Tom Smith

**Pictures from GVACS Game Night
at Lutheran Church of the Resurrection**



Secretary's Report March 2022

The website, www.GVACS1.com is the primary source for reading and downloading our monthly newsletter, *The Brass Lamp*. I've been in conversation with a club member who has expressed interest. Some have asked, "What does the GVACS webmaster do?"

First and foremost, the webmaster needs to be familiar with our Wix.com website (<https://www.GVACS1.com>) and be familiar with www.wix.com as our provider. Visit www.wix.com and acquaint yourself with what they do and the learning tutorials they offer.

The GVACS webmaster does the following:

- Maintains communication and coordinates activities with GVACS Editor, Secretary, Membership Chair, GVACS Photographer, and the Board of Directors.
- Prepares a website report for each Board of Directors meeting.
- Receives photos, documents, Brass Lamp, etc. from Editor, Photographer, Secretary, AACA and



Secretary's Report continued

others; stores these on your computer; prepares them for uploading to the website. (Documents must be in pdf format (or changed to pdf format) in order to be uploaded to the GVACS1.com website.)

-Uploads *The Brass Lamp* and posts to be posted/published on the 23rd of each month. Other pages can be updated as needed. Definitely needs to be updated monthly. Typically, the following pages need to be updated monthly: "Upcoming Events", "Calendar", "Current Brass Lamp", "Archive Brass Lamp," "Past Vehicle of the Month Photo", "Member Photos". Other pages such as Membership forms for AACA and GVACS updated annually at the first of the year.

I am always available to discuss the website. The Board of Directors will ultimately decide on how to proceed with the website management. We're all looking forward to Spring activities....no Foolin'! Happy April!

Secretary, Nancy Huffman *Nancy P. Huffman*

P.S. And speaking of the website, be sure to check out the pictures of Game Night! Click on "Member Photos"



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Upcoming Events & Things to Do!

May 7, 2022 Chuck Lynne from BOCES #1 is reinstituting their show. Save the date. More details to come.

May 9, 2022 5:30 pm Lockport NY Monday Night Classic Car Cruise 2022 @ Ida Fritz Park, Lockport

June 4, 2022 - Rochester Rotary Sunshine Camp Centennial Celebration. See details on page 14.

June 18, 2022 - 11:00 am - Our Barn Father's Day Weekend Cruise In @ Our Barn, Byron, NY

August 2, 2022 - Highlands at Pittsford Antique Car Show (GVACS Members invited display) Save the date. More details to come.

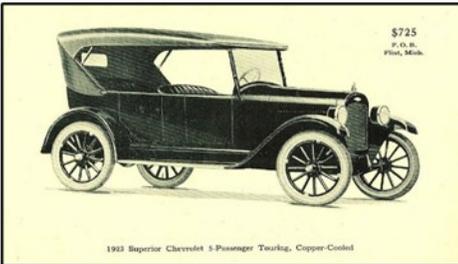
Automotive Engineering Blunders - Part One

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.

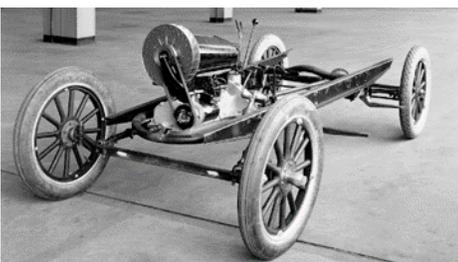
Copper Cooled Chevrolet



1923 Superior Chevrolet 5-Passenger Touring, Copper-Cooled

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, primari-

ly 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. 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 hacksaw. As the story goes, the word came down to Buick from

Automotive Engineering Blunders - Part One

A Murray Stahl Muse

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 halfway 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

Requests for Car Displays and/or Eblast Requests

It's that time of the year when organizations contact GVACS with requests for car displays or to publicize their event via an Eblast. Groups should be advised that we publicize, however we do not take reservations, nor do we guarantee participation. In order to publicize an event, we need the information below (the key "WH" questions !)

President, Don Dear approves requests for Eblasts. Any requests for an Eblast should be directed to President, Don Dear (ddear99@gmail.com) with a copy to Secretary, Nancy Huffman (nphuffman42@gmail.com).

What: _____ (Name of event i.e. Car Display at _____)

Where: _____ (Address/location of facility/venue)

When: _____ (Date of event)

What Time: _____ (Time frame for cars to be on display.)

Who: Name to contact to make reservations: _____

Contact Phone No: _____ Contact Email: _____

Deadline for making a reservation: _____

Special details: _____

(For e.g. what refreshments are being served to car owners, entertainment provided, etc.)

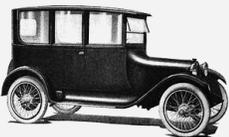
Rochester Rotary Sunshine Camp Centennial Celebration

Where: Sunshine Camp - 809 Five Points Road, Rush, NY 14543

When: Saturday, June 4, 2022

What Time: Anytime between 10am and 3pm

Details: Deadline for Reservations: Friday, May 20th



Ideally we would like to request each decade starting with the 1920's to have a car representing that decade. Drivers and their guest will be treated to a cookout at lunchtime by Sunshine Camp staff members. During announcements, GVACS will be most notably announced as supporting our Centennial Celebration.

Whom to contact: To register or for further information, contact:

Richard D. de Asis, Rdeasis911@gmail.com - (585) 750-4231

AACA National Calendar and Other Events

April 2022

7-9, 2022 - Southeastern Spring Nationals
Charlotte, NC, Hornets Nest Region
704-847-4215

**21-23, 2022 - Special Winter Nationals &
Special Grand Nationals**
San Juan, PR, Puerto Rico Region
305-978-8037

May 2022

19-21, 2022 - Annual Grand Nationals
Virginia Beach, VA, Tidewater Region
618-363-6730

**22-25, 2022 - Eastern Divisional Tour
(1997 and earlier)**
Johnstown, PA, Flood City Region
814-467-9842

June 2022

16-18, 2022 - Eastern Spring Nationals
Beckley, WV, White Water Region
681-220-8186

August 2022

11-13, 2022 - Central Fall Nationals
East Moline, Illinois
Mississippi Valley Region
319-373-2169

September 2022

10-16, 2022 - Sentimental Tour (1928 - 1958)
Gettysburg, PA
Buzzards Breath Region

18-23, 2022 - Reliability Tour (1915-1958)
Shepherdsville, Kentucky
KYANA Region
502-935-6879

25-30, 2022 - Revival AAA Glidden Tour (Pre-1943)
Central New Jersey, New Jersey Region
AACA Hosted

October 2022

4-7 - Eastern Fall Nationals
Hershey, Pennsylvania - Hershey Region
717-566-7720



Henry Ford and the BBQ Submitted by Chris Dear

On June 16, 1903, the Ford Motor Company was established. Henry Ford was the founder. This was not his first rodeo, as he had previously operated the Henry Ford Company. He left that company and took his name with him. What became of the Henry Ford Company?

It became known as the Cadillac Motor Company. What does any of this have to do with anything BBQ-related? Hang on for *the rest of the story*.

Ford's Model T, which would number in the millions sold, required 100 board feet of wood to build. Ford despised waste. His motto was, "Reduce, reuse, and recycle." He was also a nature-lover, an environmentalist of his time. His escape from the stress of life was camping in the great outdoors.

Frustrated by the mountains of sawdust his lumber mills created, he and his partners sought a way to utilize the scrap wood and sawdust into a useful (and profitable) product.

An idea came to him one day as he was camped with some friends in the wilds of Michigan. After his party spent a long time collecting sufficient wood for a campfire, an idea spring in Ford's mind. Upon returning back to the lumber mill, he shared the idea with some of his partners and set to work on it.

The idea? Lumping a fistful of sawdust and cornstarch with a bit of tar to form a briquette. After charring it, it performed exactly what Ford imagined it would. He then built a charcoal briquette factory adjacent to his lumber mill where the waste from one became the fuel for the other. A new Model T was now frequently sold with a bonus bag of Ford Charcoal Briquettes, so you could drive into the woods to camp and not worry about finding campfire wood.

So now you know. Ford not only created the modern automobile industry which takes millions to work and back each workday, but he also created the weekend grilling and camping industries.

In 1951, the Ford Charcoal Briquette Company was sold. The new company was named after Ford's real-estate partner who helped him find the land to supply wood for building the early Ford automobiles: E.J. Kingsford.

Kingsford Charcoal is now the largest producer of charcoal briquettes in the world.

The Story of James A. Hard, the Union's Last Veteran of the Civil War

by David Crumb Picture By NYSUVCW, Published Feb. 6, 2019

**Oldest Veteran
Of The
US Civil War!**

SAVE THE DATE
Friday, April 8, 2022

**Born in 1842
and lived
until 1953!**

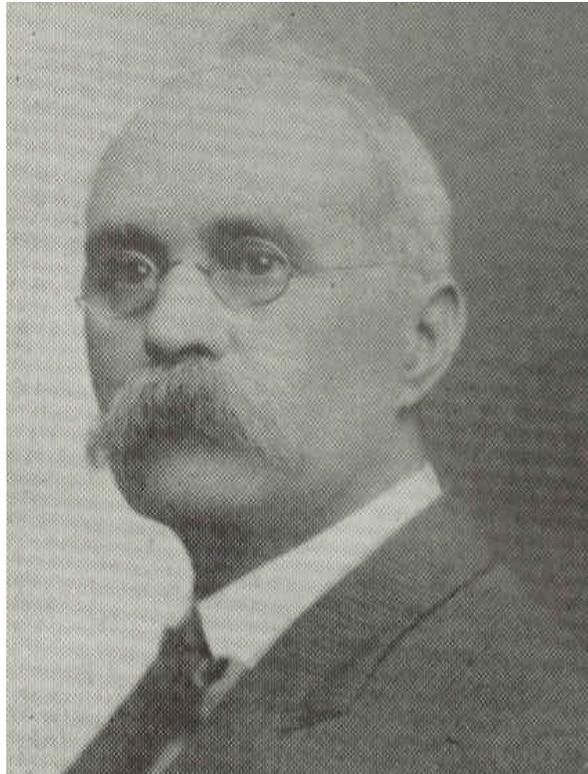
MONTHLY MEETING

Lutheran Church of the Resurrection

3736 St. Paul Blvd., Rochester, NY - 7PM

On Friday evening April 8, 2022 David Crumb will present "The Story of James A. Hard, the Union's last Combat Veteran of the Civil War"

Crumb, a former hotel manager and later RIT Professor, and currently the Parma Hilton Historian caught a glimpse of Mr. Hard in a 1949 Hilton Memorial Day Parade. A decade ago he met Hard's great - great - grandson, a Parma resident, who made his ancestor's papers,



medals and other war relics available to the Village of Hilton Historian's Office. Since then Crumb has presented the program over 20 times to local groups. In the 1940s and early 1950s Hard was a social luminary both in Rochester and the northeast, and well known to everyone locally. Today he is almost entirely forgotten. His story is an interesting one.

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CCC/POW Camp Visit & Lunch Run at Fosters Restaurant Saturday, May 28, 2022 Tour starts @ 10am @ 968 Moscow Rd.

C.C.C. Camp 51, McClure
Deposit, N. Y.

2431

Volunteers from Hamlin, Hilton and the surrounding area have been working since 2008 to clear the over 60 years of growth from the Civilian Conservation Corp (CCC) Campsite. The camp was built on Moscow Road as part of Hamlin Beach State Park property. The CCC camp opened in 1935 and was converted to a POW camp in 1943. Italian and then German prisoners were held there till the camp closed in January 1946.

GVACS members are invited to the site for a tour given by Mr. Ed Evans. He is the man who led the efforts to clear the property and accumulate any existing information about the camp. We are fortunate to know him as our host. Normally you would pick up a handout at the State Park Office and go on a self guided tour.

After our tour of the site we will go to Fosters Restaurant on 50 Canning Street in Hilton for a late lunch. Brian Moon will be coordinating the meal and recording the necessary information.

Anyone with info about this site or any other CCC Camp should bring it with them so it can be added to the CCC Camp files.

The campsite is on 968 Moscow Rd., 1/4 mile east of the entrance to Hamlin Beach State Park. A marker is on the north side of the road. You will go north up a dirt road off Moscow Road to a parking area. Brain Moon and Paul Kron will be there to greet you. Mary will take pictures.

After the tour we will proceed to Foster's Restaurant at 50 Canning St., Hilton, NY for lunch. Lunch will be served at 12:30pm.

-----RSVP PLEASE-----

PLEASE RSVP BY MAY 13th TO:

Brian Moon at 585-545-9522 or 65bmoon@gmail.com.

Please mail checks to: Brian Moon, 32 Roselawn Ave., Fairport, NY 14450

Name (s) & Phone #: _____

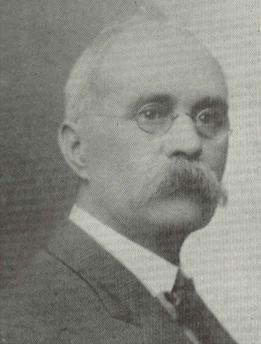
Menu Choices:

- _____ Chicken French w/Angel Hair \$19.00
- _____ Prime Rib - 12oz. w/Baked Potato \$19.00
- _____ Fish Fry w/Baked Potato \$12.00
- _____ Caesar Salad \$12.00

Total \$ _____

THE BRASS LAMP - APRIL 2022

GVACS Activities Calendar Updated March 20, 2022

| Dates 2022 | Activity/Event/Speaker | Organizer/Hosts |
|---|---|--|
|  <p>April 8, 2022</p> | <p>Indoor Meeting - 7:00 PM Speaker: David Crumb Parma Hilton Historian Topic: <i>The Story of James A. Hard</i> The Union's Last Combat Veteran of the Civil War Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY</p> | <p>John & Margaret Adams</p> |
|  <p>May 28, 2022</p> | <p>Lunch Run & Visit to CCC/POW Camp in Hamlin Tour starts @10am at the CCC Camp 968 Moscow Road, Hamlin State Park Lunch at Foster's Restaurant at 12:30 50 Canning St., Hilton, NY</p> | <p>Paul Kron & Brian Moon</p> |
|  <p>June 2022 Event - Date TBD</p> | <p>Ice Cream Social Date TBD</p> | <p>Betty Reilly & Judy & Bob Keenan</p> |
| <p>July 2022 Event July 9th Tentative</p> | <p>National Car Collector Appreciation Date to be Confirmed.</p> | <p>Tom Smith & Model A Club Rep. Bob Keenan</p> |
|  <p>August 25, 2022 Event</p> | <p>Summer Picnic Foreman Park Pultneyville, NY</p> | <p>Joe Kozloski & Linda Perkins</p> |
| <p>September 2022 Event - Date TBD</p> | <p>Event to be confirmed</p> | <p>Ed & Gwynne Almekinder</p> |
| <p>October 2022 Event Date TBD</p> | <p>Event to be confirmed</p> | <p>Joel & Ann Neal</p> |
| <p>November 11, 2022 Event</p> | <p>Annual Mtg & Election of Officers-7pm Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY</p> | <p>Need Volunteer Organizer Host</p> |
|  <p>December 11, 2022</p> | <p>Holiday Party Shadow Lake</p> | <p>Would like a Co-Host with the Huffman's</p> |

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THE BRASS LAMP - APRIL 2022

THE BRASS LAMP

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Mr. Robert Dilger

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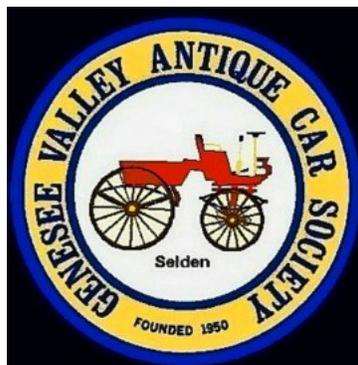
Volume 60 Number 4

APRIL 2022



**Published By The
Genesee Valley Antique Car Society
Rochester, NY**

Celebrating Our 72nd Year



**Receiver Of The
AACAA Award of Master Editor
2019 - 2020 - 2021
AACAA Award of Excellence
2014-2015-2016-2017-2018**

