

The
BRASS LAMP
WWW.GVACS1.COM

Rochester, New York

**VOLUME 58
NO. 10
OCTOBER 2021**



A Look Into A Great-Looking Garage Featuring Don Dear's Garage

Featured in the October 2021 issue of Hemmings Classic Car Magazine



Don Dear's 1964 Ford Fairlane Thunderbolt

*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 - OCTOBER 2021

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A Message From Your Editor Judy Keenan

I hope everyone had a great summer this year. After our long hiatus with Covid we turned the corner and all our club activities were put back in motion. Hopefully we can keep it going throughout the rest of the year.

Bob and I enjoy driving our Model A the most. Since Bob does the driving and I am the passenger, I do the most sightseeing. Every year farmers plant fields of sunflowers. It is such a breathtaking sight. Rows and rows of sunflowers following the sun as it moves throughout the day. This is called heliotropism. People love to stop and just gaze and take in the beauty. Some people get out and take pictures to capture those special moments. When I

see families running through the fields of sunflowers and snapping pictures I smile and think about all the memories they are capturing.

Belonging to GVACS has the same effect on me. I hope it also does on you! Our trips and/or get-togethers is our sun. When there is an activity we all get together and travel, hence moving throughout the day which could correlate with heliotropism.

So look at our activity calendar, sign-up, participate and enjoy the results.

Blessings, Judy



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A Message From Your President Don Dear

October is prime leaf peeping time! Take your special car out for a cruise and enjoy the beautiful foliage. A great opportunity for this is on Wednesday October 13, when GVACS will have a day trip to visit the Glenn Curtiss Museum and the Finger Lakes Boat Museum in Hammondsport. Details are in this issue. Be sure to sign up!

The "Lunch Bunch"- a new twist on Cars and Coffee. Join us at the Browncroft Family Restaurant on Saturday, October 2nd at 12! Please call Chris Dear at 872-4141 to make a reservation. It helps the restaurant to know ahead of time how many to plan for.

Many thanks to Ron DeGroff, Anne Leckenby and Nick Ferrante for a great mystery tour. Interesting routes and scenery. All of us enjoy driving out in the scenic byways of the Finger Lakes.

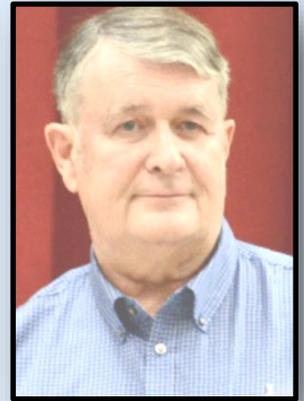
Kudos to Chris and Don Dear for a terrific tour of the Bradford, PA area. We had 16 cars. So glad to see the Gaylords from Kentucky, Libbys from Maine, and Denos from Pennsylvania. Our venues included an alpaca farm (some sell for over 150k), Kinzua Skywalk in the Allegheny Forest,

Eldred WWII Museum, Pennsylvania Lumber Museum (a white knuckle ride home from there in the rain), Penn Brad Oil Museum, National Comedy and Lucy-Desi Museums and the Zippo Museum. A busy week with lots of fun and laughs. See the amazing picture collage in this issue.

Planning has begun for our 2022 activities. Sign up early to reserve your spot to plan " your special activity." If you need help or ideas, please call me!

When you see Judy Keenan, make sure you say "thank you" for the terrific job she does on The Brass Lamp. She spends many hours creating our newsletter. Keep your articles about your cars and car adventures coming!

Enjoy the ride!
Don



Why Talk About Wills in a Car Publication?

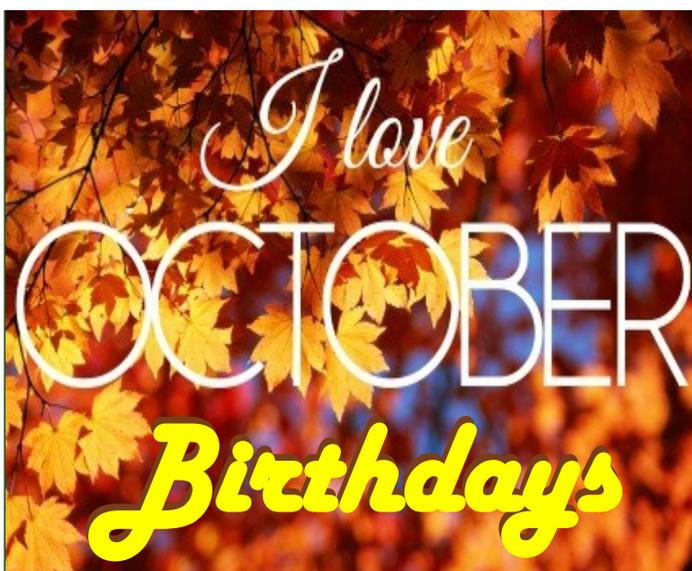
By Jim Elliott, AACA President - From the Summer 2021 Rummage Box

Like it or not, someday, someone else will own your cars, as well as your tools, your memorabilia and even your jewelry, clothes and home. So, it's not too early to establish a plan for your estate, but it can quickly become too late.

If you don't have a Will, your estate will pass according to the laws governing succession. This means that you will lose all control over where your assets will go. It's possible your least favorite son-in-law will receive a large portion of your estate. Wills are an inexpensive tool to make sure your wishes are followed. A visit to your local attorney can resolve this issue in a matter of days. You can write your own Will or even purchase a Will kit online or at a stationary store. However, it will be impossible to correct any mistakes you make after you pass away.

If you have a Will, make sure you review it annually. It is important to update it to incorporate any changes in circumstances. Also, make sure your beneficiaries are clearly named. If you leave a bequest to your "nephew", be sure to include his name. Likewise, a gift to the "AACA" can be confusing as it could include the dental group, American Academy of Clear Aligners, or the Asian American Civil Association.

Gifts to the AACA Museum, are just that, gifts to the museum. As the AACA and the museum are separate entities and are no longer affiliated with each other, no gift to the museum supports the AACA or the AACA Library. And while the AACA does not have a museum, gifts and bequests of your cars, car related items and financial contributions are always welcomed and always are used for the support of the Club and our Library.



- | | |
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Sunshine Report

Please keep Tom Smith in your thoughts.
Tom has returned home from the hospital and is recuperating at home.

Bob Malley is in the hospital after having an accident with his lawn tractor. He is improving and will need rehab after being discharged from the hospital. We wish him well soon.

Dick Barrett

Certified Appraiser

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Don Dear's 1964 Ford Fairlane Thunderbolt *by Don Dear*

After selling his auto parts business in 2005, Don Dear decided he needed to build a place to store his boat and - at the time - his one collector car.

"I found a vacant lot near my home, not far from my old business, and had a good friend help me plan out the building, line up some help to clear the lot, and lay out the foundation," Don said.

With the permits in place, and the footings in, Don ordered his first lumber delivery and then started framing up the walls.

"I figured I could get my buddies together to help stand them up - well, that didn't work, so I had to call my friend to have his crew come and help." Don said. "Next I had another friend in the crane business bring his machine over to do the roof trusses."

The new building's footprint was 40 feet wide by 80 feet deep - plenty of space for future storage as well as some creature comforts. Don's garage is heated with radiant heating in the cement slab, has an inground lift and an office.

"The heating system has three zones: one for the front, where I do most of the work; the rear half is set at a lower temperature; and the third zone is for my office area," he said. "In the winter months I keep it set at 50 degrees - a nice temp to do some minor repairs if

needed.

"The lift was installed at the time we did the floor. It's a Rotary unit - all we had to do was dig a hole 10 feet by 4 feet wide and lower it into the hole. There were side braces that came out to anchor when we poured the floor around it. Then we ran 4-inch plastic tubing from the box that houses the lift to the side wall for an air line and a hydraulic line to the pump unit mounted on the wall."



To keep the climate controlled, Don went heavy on insulation - a must in the Northeast.

"One thing I found is, when it gets hot outside, above 80 for a period of time, if I keep the doors closed and have a small fan just to move air around, it will only get to about 70 inside. If I need to move a car around and I have to open the doors, then it will get warm in there."

All of the new space demanded to be filled, so Don added a 1987 El Camino Choo Choo Custom and a 2002 Thunderbird that his wife



drives, as well as some others.

"We have a 1956 Ford Fairlane, a 1968 Mustang convertible, a 1997 Mustang Cobra, a 1964 Ford Fairlane Thunderbolt, and a 1965 Ford Falcon Squire wagon," he said. "These are cars I have wanted, and that we enjoy driving. As they say, a man and his toys... As we get older, our toys just get bigger and more expensive."



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BOARD OF DIRECTOR'S MEETING

At its meeting on August 25, 2021, the Board of Directors...

... approved the minutes of the June 16, 2021 meeting of the Board of Directors

... approved the Treasurer's report.

... approved issuing a refund (amount to be determined) to those participating on the Summer Tour to Bradford, PA. because it is anticipated that the Tour will be under budget

... noted that Judy Keenan, Editor continues to need vehicle of the month articles. The Board also noted that the "How I got it Home" story in the September issue of *The Brass Lamp* would be another good topic for member's stories.

...webmaster Nancy Huffman reported that she now receives monthly reports from the WIX website that track website hits. For example, in July, traffic increased by 22% and 74% of the hits were new visitors. Most hits were categorized as "Direct" meaning people accessed the site by going directly to www.gvacs1.com.

...Nancy Huffman reported that membership currently stands at 100 family units. Membership brochures are available. Membership information and forms for both AACA and GVACS can be downloaded from the website.

...reviewed and updated the activities calendar. Be thinking about next year and which event you would like to plan.

...heard a report from Jerry Huffman that the 2019 Financial has not yet been completed by the accountant. He noted that the 2020 Finances review material is ready to be reviewed.

...heard a report from Bob Dilger that if we were to increase pages (i.e.4 -page sheet) to the *Brass Lamp*, postage per *Brass Lamp* would be increased by \$.95. At this point, the Board sees no need to add 4 more pages of copy to *The Brass Lamp*. However, the Board agreed that if there was a special reason, pages could be added. It was also noted that if an enlarged newsletter were to be attached to an email, it may not be able to be downloaded because of its size.

...noted that the proposed revisions to the GVACS By-Laws will be voted upon at the November 12, 2021 Annual Meeting. Secretary Huffman will send an eblast on October 1 and a US mailing to those members who have no email capability outlining the revisions.

While there are minor changes, the most significant is changing our membership year to a calendar year to be consistent with AACA.

...heard a report from Board Chair, Chris Dear that was no response to the call for nominees for Officers and Directors. By consensus, the Board approved the following slate of officers for 2022:

Officers: President: Don Dear; Vice-President: Bob Dilger; Treasurer: Jerry Huffman; Secretary: Nancy Huffman

Board of Directors: Chris Dear, Ron DeGroff, Brian Moon, Ann Neal, Brad Sargent

... continued its brainstorming discussion related to membership, recruiting new members, recruiting leaders (officers, directors, events hosts), eligibility for membership, restrictions for participation on tours when in fact, we state in our own literature that one does not have to own an antique car to participate in GVACS activities. As part of this discussion the Board reviewed the AACA Mission Statement as posted on the AACA website. In particular, the statement refers to the "preservation and enjoyment of automotive history of all types".

The Board noted:

many people born after 1980 have never been up close to pre-war vehicles and do not know how to drive a standard shift car.

There is no registration needed for cruise nights. One can just show up. Any and all cars can be shown.

Some may know of other car clubs but not AACA.

Street rods are part of automotive history

Concern for and lack of information coming from AACA on how our national organization is reviewing its own policies that could be viewed as "off-putting" to prospective members.

... established the next meeting to be October 27, 2021 at 7:00 PM at Dear's Garage, 68 Donovan St., Webster, NY 14580.

Respectfully Submitted



Nancy Huffman, Secretary

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AACA National Calendar and Other Events

October 2021

6-9, 2021 - Eastern Fall Nationals
Hershey, PA, Hershey Region - 717-566-7720

11-15, 2021 - Southeastern Divisional Tour
(1971 and earlier) Mt. Airy, NC
Savannah (GA) Region - 614-580-1950

18-22, 2021 Central Divisional Tour - 918-527-9560
(1996 and earlier) Broken Arrow, OK - Tulsa Region

November 2021

11-13, 2021 - Special Western Nationals
Phoenix, AZ, Phoenix Region, 602-999-6594

14-17, 2021 - Western Divisional Tour (1996 and
earlier) Phoenix, AZ, Phoenix Region, 602-999-6594

February 2022

10-12, 2022 - AACA Annual Convention
Philadelphia, 717-534-1910

24-26, 2022 - Winter Nationals
Melbourne, Florida, Cape Canaveral Region
484-769-7856

March 2022

Western Spring Nationals
Las Vegas, 717-534-1910

20-26, 2022 - Founders Tour (1932-1997)
Mobile Ala/Biloxi, MS
Deep South Region, 251-402-1427

April 2022

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

17-23, 2022 - Central Divisional Tour (1997 and earlier)
San Antonio to LaPorte, TX
Gulf Coast Region, 832-693-4008

**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

Secretary's Report

September 2021

The GVACS Board met on August 25th.
The Secretary's summary is published in
this issue.

On October 1, 2021, GVACS members will
be receiving an electronic mailing (a US
Mailing to those who do not have an email
address) notifying members about a vote
at our November 12, 2021 Annual Meeting
regarding proposed revisions to our
by-laws.

Secretary

Nancy P. Huffman

Nancy Huffman

COVID Guidelines Church of the Resurrection

At the time of this writing, The Church of the Resurrection has sent a memo.

All groups will be able to hold their meetings with
the following expectations:

- If your group is the only one in the building,
Masks are required for unvaccinated individuals.
Masks are optional for those who are
vaccinated.
- If your group is in the building with other
groups or church members, masks are to be
worn at all times.
- Social distancing and disinfecting are best
practices and are encouraged.

**Be part of the
Bunch and come!**

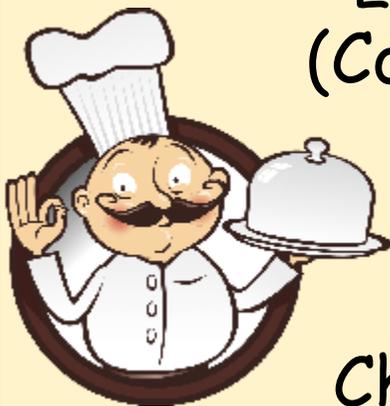


FAMILY RESTAURANT

Browncroft

When: Saturday, October 2, 2021

Where: Browncroft Family Restaurant
2501 Browncroft Blvd.
(Corner of Blossom Road)



What Time: 12 Noon



RSVP to:
Chris Dear 585-872-4141
The Restaurant needs a count!

Hope to see you there!!!

GVACS FALL DAY TRIP

WEDNESDAY, OCTOBER 13, 2021

8:15 AM – Assemble @ Canandaigua Wegmans parking lot, leave @ 8:30am

9:45 AM – Arrive @ Glen Curtiss Museum

11:45 AM – Leave Glen Curtiss Museum

Travel to “The SWITZ” in Keuka for lunch (order from menu, you pay)

12:00 PM – Arrive @ “The SWITZ”

1:30 PM – Leave “The SWITZ” FOR Finger Lakes Boat Museum

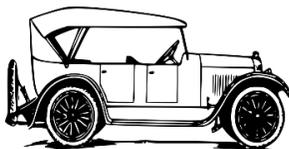
1:45 PM – Arrive @ Finger Lakes Boat Museum

3:45 PM – Leave Finger Lakes Boat Museum for return home

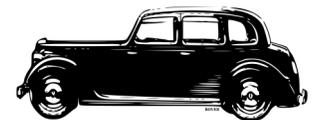


***Note - Museum entry subsidized by GVACS**

Reservation must be received by Wednesday, October 6, 2021



Hosted by: Jim Day - (585) 202-4450
& Jerry Kier - (585) 872-3244



-----Please Return Bottom Portion Along With Check-----

Mail checks made out to “GVACS” TO:

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Cadillac Cimarron - Mistakes Were Made!

A Murray Stahl Muse

Automotive mistakes are nothing new; in 1923 Chevrolet briefly sold “copper-cooled” cars. They didn’t cool well and created all manner of heat related problems before they were recalled from customers and scrapped. Then of course there was the Edsel that was the wrong car at the wrong time in spite of the “expert” marketing Guru’s predictions.

It’s also been proposed that when Packard marketed a cheaper version of its high-end offerings under the same name, it cheapened the brand.

There are literally hundreds of missteps in Automotive history but none can quite compare with Cadillac lending its brand name to a Chevrolet based car. The Cadillac Cimarron wasn’t actually a bad car but it was a

truly terrible Cadillac. It featured Chevy’s front wheel drive powered by an 88HP, 4-cyl engine that was 10 years behind the State-of-The-art. All this was pretty bad but the worst sin was its styling, it bore an almost uncanny resemblance to a Chevy Cavalier, simply rebadged as a Caddy.

The printed brochure graphic breaks down the baby Cadillac’s specifications, revealing the unfortunate truth: The Cimarron was little

more than a gussied-up Chevrolet Cavalier. To make a Cadillac out of its little beast, a long list of luxury, appearance, and convenience features were piled on,

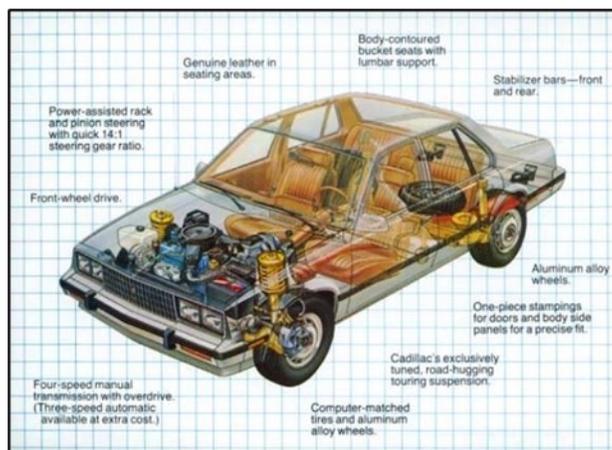
including leather upholstery, aluminum wheels, and a high-end stereo system. As a result, when the Cimarron was formally introduced on May 21, 1981, it sported a base price of \$12,131—roughly twice the price of its Cavalier twin.

Reviewers found that Cimarron’s most obvious shortcoming was the tractorlike-underpowered drivetrain. *Road & Track* recorded a 0-to-60 mph time of 15.9 seconds and a quarter-mile performance of 20.3 seconds at 68.0 mph. “Painfully slow,” the magazine observed, without an ounce of overstatement.

The Cimarron was not the first rebadged car to fail, but it has become a symbol of why some

rebadging doesn't work partly because it failed so spectacularly and partly because there is evidence that everyone at GM knew deep down that it was a bad idea but then just did it anyway. The Cimarron was Cadillac's second attempt at making something a bit smaller than its usual fare, following up on the relative success of the 1975 Seville.

Interestingly, Cadillac preferred not to call it the Cadillac Cimarron, but rather



Cadillac Cimarron - Mistakes Were Made!

A Murray Stahl Muse

"Cimarron by Cadillac", suggesting that it was embarrassed right from the beginning. Sales staffs at Cadillac dealerships were even instructed not to refer to the Cimarron as a Cadillac, but it did no good in the end, and by the second year of sales it was just called the Cadillac Cimarron. The Cimarrons marketing materials were downright comical, touting its front-wheel drive as a positive against objectively better cars like the Volvo GL, Saab 900S and BMW 320i. To its credit, they did list a lot of standard features that were optional on other cars, plus the low cost. However, that cost was low for a reason, and thousands more than its Cavalier base, causing it to be a total sales flop and a laughingstock in the automotive world.

Towards the end of the Seventies, Cadillac was seeing a growing threat in the form of competitors from Europe, mostly Germany. The Cimarron opened the door for companies like BMW and Daimler-Benz to market much superior small, luxury automobiles; to date, Cadillac has still not been able to close that door.

One area where the smallest Cadillac in history lived up to its name was in the cockpit, large, comfortably designed, and covered in luxurious materials. The seats were among the best ever found in a GM small car. Unfortunately, the chairs were almost too big for the cramped J-body cabin space, producing an oddly claustrophobic effect. Thanks in no small part to Cadillac's weak planning and hasty execution on an



already unsuitable platform, the Cimarron was a dud in the marketplace. First-year sales amounted to barely 26,000 units, a third of the division's projections. Several facelifts and an upgrade to a 130-horsepower V6 for 1985 failed to reverse the situation, and in 1988, the Cimarron's final year, only 6,454 units were produced. Total sales amounted to around 132,000 cars over seven model years.

"The Cimarron thus became an instant icon of badge-engineered mediocrity, a mean stew of cynicism and desperation tinged with the sour stench of wheezy four-bangers with a cheap feel," is how "Automobile" magazine described it, adding "In the early '80s, Cadillac still stood for a certain large-scale unique American bombast; there is no doubt that the Cimarron drove an 88-hp, four-cylinder stake straight through the heart of Cadillac's brand identity as a Luxury-Leader.

While it was by no means the only misstep by the GM luxury division in those days, the 8-6-4 engine and the 4100 V8 come to mind, the Cimarron has become a symbol for Cadillac's decline, from which it still struggles to recover. It should be noted that Lincoln made the same mistake with its Versailles. It was just not as poor a final product.

Luxury products live and die by how successfully they market the "different-better-unique-quality" that screams "I've made it". The Cimarron just wasn't that product.

GVACS Annual Awards -- Call for Suggestions

This year, GVACS Awards will be announced at the Holiday Party in December. Awards are presented to deserving GVACS members selected by the Board of Directors. The Board welcomes suggestions from the membership.

If you wish to suggest a person for the Board to consider for any of the awards listed below, please send a note or email to the Chairman of the Board, Chris Dear by Friday, Oct. 15, 2021 (585-872-4141) or cdchrisdear1@gmail.com). Include the information below:



1. Name of the GVACS member (s) you are suggesting for the Board's consideration.
2. Name of the Award to be given.
3. A paragraph that lists the person's qualifications for the particular award (i.e. why that person is deserving).

The Awards and their criteria are described below.

The Allan G. Nagle Memorial Trophy - Established: 1960

Qualifications: The winner is a person who, in the opinion of the Board of Directors, has done the most to better the club or the most in the way of assisting other members or for the best restoration of an antique car. The winner may be outstanding in one or more of these qualifications.

The D. W. Price Sr. Memorial Trophy - Established: 1965

Qualifications: This trophy is presented to an individual who has given much service to the club.

The Billy Knipper Award - Established: 1970 (at the Club's 20th Anniversary Dinner)

Qualifications: The cup was designated to be used annually as an award for outstanding achievement of a club member with extra consideration going to a long-standing members.

The GVACS Outstanding Tour Award - Established: 2001

Qualifications: This is awarded to the person(s) who organize an outstanding tour.

(Not necessarily to be given each year.)

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GVACS Proposed By-Laws Revisions

In July of 2020 a Committee was convened to review and update the GVACS By-Laws. The current By-Laws were approved at a Special Meeting of the membership on 9/15/2004. Since 2004, times have changed considerably as (for example) has our membership, our communication practices, our calendar for doing business and our calendar of activities.

At the November 18, 2020 meeting of the GVACS Board of Directors, the Board heard a report from Chris Dear, Ann Neal and Nancy Huffman who reviewed the current GVACS By-laws. Minor changes are being proposed to update the By-Laws to be consistent with current practices. The primary proposal is to change our fiscal year from "February 1 to January 31" to "January 1 – December 31. This change will be consistent with AACA's membership/fiscal year. The Board reviewed the proposed changes.

By motion, (Moon; 2nd: Sargent) the Board approved the proposed revisions to the By-Laws that will be presented to the membership for approval.

The GVACS By-Laws Requirement for Amending the By-Laws is as follows:

Article 8 – Amendments to the By-laws reads, "These Bylaws may be adopted, amended or repealed by a vote of two thirds of the entire Board of Directors at any regular or special meeting provided that notice of any proposed amendment shall be mailed at least 30 days before the Board meeting at which such amendment will be voted upon. If the Directors adopt a resolution amending the By-laws, such resolution shall be put to the Members for a vote at the Annual Meeting or an any special meeting of the Members called by 30 days written notice for the purpose of amending the By-laws."



This is notification to GVACS members that at the Annual Meeting of the Genesee Valley Antique Car Society at 7:00 PM on November 12, 2021 at the Lutheran Church of the Resurrection (3736 St. Paul Blvd., Rochester, NY) the membership will vote on the resolution passed by the Board of Directors on November 18, 2020 which approved the proposed revisions to the By-Laws.

You will receive a copy of the proposed revisions that will be mailed on October 1, 2021.

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Pictures from Allegheny Summer GVAC's Tour - Bradford, PA



Pictures from Allegheny Summer GVAC's Tour - Bradford, PA



THE BRASS LAMP - OCTOBER 2021

GVACS Activities Calendar Updated Aug. 31, 2021

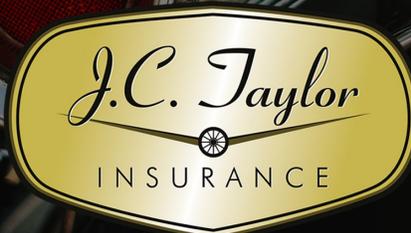
Dates 2021	Activity/Event/Speaker	Organizer/Hosts
 <p>October 13, 2021</p>	<p>GVACS Fall Day Trip Glenn Curtiss Museum & Finger Lakes Boat Museum Hammondsport, NY</p>	<p>Jim Day & Jerry Kier</p>
 <p>Nov. 12, 2021</p>	<p>Indoor Meeting: 7:00 PM Topic/Speaker: Honor Flight Annual Meeting & Election of Officers Lutheran Church of the Resurrection 3736 St. Paul Blvd, Rochester, NY</p>	<p>Ron DeGroff & Nick Ferrante</p>
 <p>December 12, 2021</p>	<p>December 12th Holiday 1PM Shadow Lake Golf and Racquet Club</p>	<p>Jerry and Nancy Huffman</p>
Dates 2022	Activity/Event/Speaker	Organizer/Host
<p>January 2022</p>	<p>No Event This Month</p>	
<p>February 2022</p>	<p>Winter Picnic</p>	<p>Ann Neal & Brian Moon</p>
<p>March 2022</p>	<p>Indoor Meeting: 7:00 PM</p>	<p>Need Volunteer</p>
<p>April 2022</p>	<p>Indoor Meeting: 7:00 PM</p>	<p>Need Volunteer</p>
<p>May 2022</p>	<p>? Brunch Run ?</p>	<p>Need Volunteer</p>
<p>June 2022</p>	<p>? Ice Cream Social ?</p>	<p>Need Volunteer</p>
<p>Judy 2022</p>	<p>?National Car Collector Appreciation?</p>	<p>Need Volunteer</p>
<p>August 2022</p>	<p>? Summer Picnic ?</p>	<p>Need Volunteer</p>
<p>September 2022</p>	<p>????</p>	<p>Need Volunteer</p>
<p>October 2022</p>	<p>????</p>	<p>Need Volunteer</p>
<p>November 2022</p>	<p>? Annual Mtg and Election of Officers?</p>	<p>Need Volunteer</p>
<p>December 2022</p>	<p>Holiday Party</p>	<p>Need Volunteer</p>

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Mr. Robert Dilger

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Fairport, NY 14450 - 2831

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Web Site: WWW.GVACS1.COM

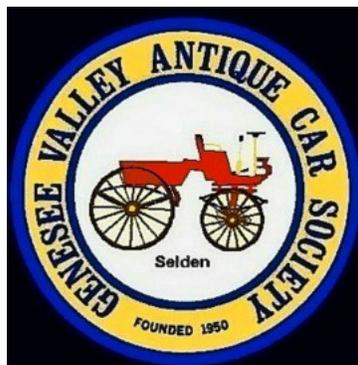
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