The
BRASS LAMP
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1942 M41 WWII ARMY SHERMAN TANK

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.

GVACS OFFICERS

PRESIDENT	**DON DEAR** 872-4141 ddear99@gmail.com
VICE PRESIDENT	**BOB DILGER** 586-8570 bcdilger56@yahoo.com
SECRETARY	**NANCY HUFFMAN** 737-8709 nphuffman42@gmail.com
TREASURER	**JERRY HUFFMAN** 746-7421 jhuffman1@aol.com

BOARD OF DIRECTORS

BOARD CHAIR	**CHRIS DEAR** cdchrisdear1@gmail.com
BOARD MEMBER	**RON DeGROFF** 621-4312 ronsandy60@gmail.com
BOARD MEMBER	**BRIAN MOON** 545-9522 65bmoon@gmail.com
BOARD MEMBER	**ANN NEAL** 315-597-6623 aaneal@rochester.rr.com
BOARD MEMBER	**BRAD SARGENT** 690-0474 bsargen1@rochester.rr.com

BRASS LAMP STAFF

EDITOR	**JUDY KEENAN** 1807 Quaker Mtg House Rd Honeoye Falls, NY 14472 jmiller1313@hotmail.com
MAILING	**BOB DILGER** 586-8570 bcdilger56@yahoo.com
SUNSHINE/ REPORTER	**SUSAN SMITH** 410-5884 suziesgardens@aol.com 513 Stony Point Road Spencerport, NY 14559
ADVERTISING	**JERRY KIER** 872-3244 mandjkier@yahoo.com

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SUPPORT STAFF

CLUB ENGRAVER	**BRIAN MOON** 545-9522 65bmoon@gmail.com
MEMBERSHIP CHAIRPERSON	**NANCY HUFFMAN** 538-4690 nphuffman42@gmail.com
STAFF PHOTOGRAPHERS	**Brian and Mary Moon** 545-9522 65bmoon@gmail.com Marialuna1017@hotmail.com

A Message From Your Editor Judy Keenan

The AACA rolled out the red carpet for all the National Award Winners. Bob and I attended the 85th Annual Convention of the AACA in Williamsburg, VA where I received my National Editor's trophy. We had a wonderful time.

I also was honored to accept the club's award for the I. C. Kirkham Membership Award. This is awarded to the club that has had the " greatest membership gain." Let's see if we can keep the momentum going and earn this award again next year. We already have some new members to get us started. I would like to say welcome to Scott and Ellen Deno. We hope you enjoy your membership with us.

Make sure you get to know your new members. Sit with them and get to know them. We have a great club!

Blessings, Judy

The I.C. Kirkham Membership Award

Awarded at the AACA Annual Convention to an individual or group which has significantly contributed to the development and growth of AACA membership.

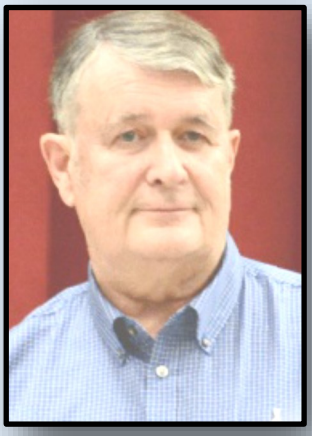
This I. C. Kirkham trophy is presented by the Genesee Valley Antique Car Society Region in memory of Elmer Bassage who probably sponsored more new members for AACA than any other person.

Elmer would be tickled to see that our club won this award.

John McAlpin Receiving the AACA Post War Buick Award

This award is to be awarded at the AACA Annual Convention for an outstanding Post War (WWII) Buick entered in a Nationals.

A Message From Your President Don Dear



Cruising and touring season for our cars is in full swing. Check out the many events in our newsletter and eblasts. We just returned from an AACA Founders Tour in mountainous West Virginia with the Huffmans and Kozloskis. We had a terrific time and our cars made it with flying colors.

Thank you again to the Moons for a fun brunch run. Enjoy the pictures in this issue. Kudos also to Betty Reilly and the Keenans for another terrific ice cream social. The large crowd enjoyed the new Bill Grays venue in Henrietta.

The AACA Annual meeting was held a few weeks ago in Williamsburg, VA. GVACS was well recognized. Judy Keenan received the "Master Editor" award for her outstanding editorship of The Brass Lamp. John and Mary McAlpin received the "Annual Grand National Award - Pre-War" for their 1917 Locomobile. Our club, GVACS, received the I. C. Kirkham Membership Award. This is awarded to the club that has had the " greatest membership gain." Thank you, Nancy Huffman, for your due diligence in keeping our membership records and keeping AACA informed about our gain! Thank you GVACS for recruiting new members. Keep it up. There is always room for more!

Congratulations to both Gwynne Almekinder and Bonnie Franko for being recognized as a 50 year AACA member. They were recently surprised by receiving their 50 year diamond pin. Thank you Bonnie for your valuable service to our club.

Check out our updated calendar and " things to do" in The Brass Lamp." Plan to join us when you can. National Car Collector Day is July 10. Join your fellow GVACS at 11am at Bill Gray's, Seabreeze, to celebrate. Let's make this a banner year after 2020! See you down the road!

Enjoy the ride!

Don

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19 Don Kittelberger
19 Verna Mendola
20 Guy Bennett
21 Marty Hawkins
22 Jerry Huffman
23 Ronald Ford
27 Nancy Johnson
28 Howard Sharp
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Vince Incardona is recovering at home after a three week stay in the hospital. Cards would be appreciated.

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Drive Report: 1942 M41 Sherman (Tank!) *by John Frater*

My college room mates Don, Alan, and I had a chance to ride in and drive a 1942 early model WWII Army Sherman tank. Below please find our brief analysis and pictures. A longer story follows at the end! Or you can just jump to the video clip at the end.

Driver/Passenger Seating - 5 including driver, gunner, loader, assistant driver, and tank commander. But calling them 'seats' is a somewhat generous description. Especially because as the tank commander, if you want an exterior view, you`ll need to stand on your seat.

Weight - about 32 tons.

Horsepower- Yes, but with about a 350 HP radial gasoline engine pulling those 32 tons, you can't really tell. Momentum is more important.

Tranny - 5 on the floor. We started in 3rd, stayed in 3rd, and finished in 3rd with no problem or noticeable difference in acceleration.

Doors - No, you enter by crawling up the treads onto the tank shell, then crawl up to the top of the turret or around front to the tiny driver's hatch. Turn 90 degrees, suck it in, and use your arms to lower yourself to the seat. Note to self: lose 10 pounds before next drive.

Vision - No mirrors. If you want to back up, get insurance first.

Styling - Some might consider it a bit brutalist. I think the olive drab paint brings out the armor plate.

Tires - No. But the track guides are rubber coated steel to improve the ride.

Top speed - I was afraid to go much faster than about 12 MPH, and slowed to about 2 MPH when we went over some logs that were `corduroyed' in the road.

Steering - No steering wheel. Steering is done by braking one or the other treads to slow and turn.

Clutch - The pedal has about 18 inches of travel. I was able to hold it down by bracing my back against the hull and leveraging my full weight against the pedal.

Helmet - Yes, see below.

Historical factor - Yes, not many people get (want?) a chance to drive an icon of WWII.

Thanks for reading so far. Don't forget, there are a few pictures at the end. Now for a narrative of what actually happened.

When I discovered that the American Heritage Museum in Hudson, MA had WWII tanks and that they offered the opportunity to drive them, I immediately thought of my friend Don. His father served in Germany during the war and drove supply trucks and tractors for large artillery guns. Don had created a web site for his father's battalion (191st Field Artillery Battalion attached to Patton's Third Army) and was, I knew, interested in war history. Since the museum was in Massachusetts, I thought of my friend Alan, whose father and father-in-law had served in the war. And both my father and mother had also served in the war. My father served in the 82nd Airborne in Germany, where the Sherman tank (later models) saw lots of action, and my mother, as a nurse in the Pacific.

I contacted the museum and talked to Ken Miles, the director of operations. He was very helpful and informative. We arranged a schedule, although Ken pointed out that as the tank was nearing 79 years old, I should keep in mind that the schedule was aspirational and not guaranteed.

The day of the ride arrived, and the weather looked good. We met at the museum early and took a few minutes to look at their fabulous collection of tanks. They must have close to 100 tanks and vehicles, ranging from WWI to today and including a jeep and Scud missile launcher. It has a world class collection. All had been restored to fabulous condition. We knew we wouldn't be able to even take a fast walk through the airplane sized hanger so we could see and read about everything. We decided we`d come straight back after our driving experience so we could finish our first pass through the collection.

At the assigned time we met Ken in the lobby. We signed the paperwork releasing the museum from any liability. He walked us downstairs and out to the tank. It was sitting on the edge if a groomed dirt field, not running but looking pretty large the closer we got. There were no obstacles on the field, but you could see the imprints of where the tank had been driven. Additionally, there was a small hill at the edge of the field that looked to be about 5 feet high. There was also an original condition P-80 sitting at the very edge of the field. I thought I should avoid that area.

Ken gave us a brief history of the Sherman family of tanks, noting that about 50,000 were built during the war, in multiple variations. He then got into the specifics of driving this one. We spent most of our time listening to Ken describe

Continued on page 7

Drive Report: 1942 M41 Sherman (Tank!) *by John Frater*

what it's like to drive a skid steer machine.

Since the tank doesn't have a steering wheel, its direction is controlled by the speed of the treads, one on each side. There were two large brake levers between the driver's legs that controlled each tread. If the tread speed of the right side slows compared to the tread speed of the left, then the tank turns right - and vice versa. Each lever is about 2 1/2 feet long and takes a surprising amount of pressure to move. It's easy to see that after a few hours of driving, one could be exhausted.

It was now time to enter the tank. We stood on the treads and climbed up the rear quarter panel onto the hull. We then climbed onto the turret to slide into the commander's position, or navigated around to the front to do the same at the driver's hatch. All of a sudden the tank was looking a bit higher than it had at ground level. Imagine doing these minor acrobatics with rain or snow on the hull and you can appreciate what young soldiers did. We twisted and squeezed into the hull. I was finally in the driver's seat!

I was beginning to get a bit nervous about controlling this giant hunk of steel, but fortunately the tank has dual controls, so Ken could take over in an emergency. He didn't need to during the drive, but I felt a lot better knowing he could. Since the tank had already been driven a bit earlier in the day, startup was easy. Ken told me to twist and reach behind my left shoulder. I flipped the battery and ignition switches to on, he hit the starter button, and the engine started right up. Ken had me 'roll' my foot on the accelerator rather than pump it, as he wanted to be gentle on the engine. So did I, as I don't know the exact price of a replacement engine and don't want to find out!

The engine is pretty loud, especially since we were sitting in an all steel reverberation chamber. Ken knew this so he provides all drivers with a current civilian helmet with a wireless connection to his. That was the only way he and I could communicate without shouting and being misunderstood.

We drove with the hatches open since the weather was good and our only enemy (me!) was inside the tank, not out. The seat doesn't have that many adjustments, so I found that in a normal position, the base of my skull was just about level with the rim of the hatch. That meant that every time we hit a bump, my head was banged into the hull. Without that helmet, I'd still be taking aspirin. How did they do it in WWII with those thin leather head coverings?

It was time to drive. Ken had me put it in 3rd gear, the only gear we used, and let the clutch out s-l-o-w-l-y. I rolled my foot on the accelerator, the clutch caught and we were off!

Ken had me practice a few turns first. The theory is that by controlling tread speeds by braking each tread, the tank will turn. The theory is that this is done smoothly by the driver and results in a nice, constant radius curve. The practice was that as a first time driver, I was pretty herky-jerky in the corners. Think of drawing a circle with lots of short straight lines with lines that are connected and you get the idea. But at least I didn't drive off the field.

After a few days turns around the field, it's time to try the hill. Ken directed me in its direction. As we got closer , the hill started to grow in size. Ken had told me in advance that when we got to the hill we would drive up and turn at the top. He gave me specific directions to keep going straight until he gave the command to turn. We approached the hill and began to climb the tiny grade.

About halfway up the 100 foot long grade I could see the tracks in the dirt where the previous driver had turned. I was ready to make the turn. Ken kept chanting "straight, straight, straight." I didn't turn. The tank began to tilt slightly (it was probably only by 1 or 2 degrees but felt like more!) And I was ready to turn. Ken kept up the "straight" chant. I had visions of a 32 ton tank tipping over. I took one more look around to see if there was a roll bar and - nothing! Finally Ken said "turn" and I did. Whew!

It was all downhill from there. Having mastered the art of turning and hill climbing, Ken thought I'd done enough for the session. We cruised back towards home, and as we got closer to our final destination he took control and brought the tank to a smooth stop. He kindly asked the ground crew to bring over a step ladder to help our crew disembark (of course the step ladder was not 'for' me, but I did use it.) And that was the end of tank driving for the day.

What a fun and historic experience. I don't think OSHA would have approved the M4's design based on today's human factors and safety standards, but based on WWII standards and with a lot of courageous soldiers as operators, it got the job done.

Thanks for reading, John.

https://www.americanheritagemuseum.org/

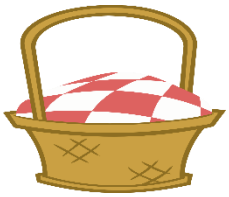
2021 GVACS SUMMER PICNIC

Thursday, August 26, 1:00 PM

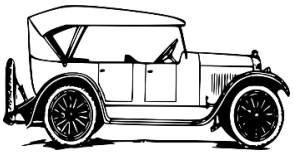
Foreman Park – White House Pavilion

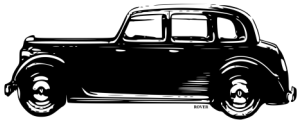
4507 Lake Road

Pultneyville, New York



Spend an afternoon on beautiful Lake Ontario
in the quaint hamlet of Pultneyville.
Arrive at 1:00, social hour/appetizers
Lunch served at 2:00
- BBQ Chicken - Baked Beans
- Pulled Pork - Sides





Attendees are asked to bring an appetizer, side dish or dessert to share.
Please bring your own place setting (vintage?)
and beverage of choice (bottled water available)
Cost is $10.00 per person. Checks payable to GVACS.
Reservation deadline is Saturday, August 17th. Send your reservation to Joe.
Any questions? Call Joe at (585) 755-2433.

---------- Cut and mail ----------

Mail checks made out to "GVACS TO:
Joe Kozloski GVACS 2021 Summer Picnic
3249 Lake Rd., Williamson, NY 14589

Yes, I/we plan to attend. Please save seat(s) for _____ person(s).

Name(s) & Phone #_____

Amount enclosed ($10 per person): _____

I plan to bring: appetizer _____ side _____ dessert _____

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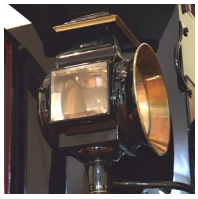
Pictures of GVACS Brunch at Genesee Country Village Museum

On May 23rd Brian and Mary Moon arranged a Brunch Run to the Genesee Country Village Museum. What a great day out! The food and fellowship was great and plentiful. Next we visited Larry & Edie's (picture on page 11) home to see their wonderful backyard collection. It was full of surprises. The gardens were also beautiful. Thank you Larry & Edie for the invite!



Pictures of Larry & Edie's Backyard Collection

Above are Larry & Edie. We spent a couple of hours enjoying their cars, gardens, and creative displays in their backyard. Thank you for having us. Loved it!

OK, YOU'VE GOT A NEW, TO YOU, OLD CAR, WHAT NOW?

A Murray Stahl Muse

Ok, you've got a new, to you, old car, what now?

Your new ride will be much more enjoyable if your old car is properly sorted out, reliable and safe. Your antique car was designed for a world where cars needed some service almost every 1000 miles.

You should assume that anything on the car that's rubber is shot and replace it. That means that tires, belts and hoses should go; old tires are especially suspect, dry-rot can kill you. Don't look for NOS rubber items like hoses and belts, they also rot on the shelf How many times have you looked at a well-turned-out antique car and been turned off by the crumbling window rubber?

Sitting by the side of the road in the heat of Summer with a car boiling over is no fun; it was a learning experience for me on tour that Joanne still reminds me of. You must change the coolant; rust inhibitors wear out and speed the clogging process. It's been my experience that pulling the radiator and having it rodded out is great insurance. While the radiator is in the shop it's a good scheme to replace the water Pump; I found that a new pump for my Chevelle cost less than the new belts and hoses.

You should look carefully at the wiring and install a new wiring harness if is dried out, cracked and crumbling. An electrical short can put you on a flatbed or turn your ride into a torch. In about 1955 the industry switched to plastic coated wiring that is much more durable. That being said look over the wiring that goes to any add-ons because in the many years since your old car left the factory many a "Bubba" might have diddled the wiring, remember the torch thing. Replace the plugs, wires and points for reliability. On my Chevelle I found that the castellated nut pin on the tie-rod was a wood dowel.

In today's traffic everything will stop faster than you, that's just a fact. Moisture builds up in standard braking systems until eventually you have 25% water just before your wheel cylinder fails. Most old cars have only a single piston master system and a loss of brake fluid thru that wheel system means you have no brakes. At the very least purge the entire system of "old" compromised fluid. Clean out the lines and I think replace the fluid with "Silicone" fluid that never absorbs water. If you're like me you'll also replace the shoes or pads, wheel cylinders and rebuild the master cylinder.

Lastly remember wheel bearings and grease fittings all over even on the axles; it's almost certain that these have been neglected.

This all sounds very complex but in reality, it doesn't take that much time or money and if any one of these items fails, you'll be waiting for AAA on the roadside. The Brits have a great saying, get it "properly Sorted." Do it once, do it right and you're done.

Don't Miss Our Next Cars & Coffee

50-Year AACA Membership Pin

It seems that at one point in time, the spouse of an AACA member receiving the 50-year award did not also receive the award. That has now changed.

If you believe you qualify for the AACA 50-year membership pin, (which means you have been an AACA member for at least 50 years) contact Mike Reilly at 717-534-2082 or email him at mreilly@aacalibrary.org

For more information see the article on Page 30 of the May/June 2021 issue of Antique Automobile.

UPCOMING EVENTS & THINGS TO DO!

JULY 11, 2021 - 11:00 AM - 3:00 PM Pre-1916 Auto Meet Hosted by the Rochester Region of HCCA. Bloomfield Town Square, Rts. 5 & 20, Bloomfield, NY.

JULY 31, 2021 - 10:30 - 1:30 PM. Car Display at Ashley Woods Episcopal Senior Life Facility, 400 YMCA Way, Penfield, NY 14526. Car owners receive complimentary lunch. Food available for purchase. RSVP by July 25th with year and make of car and number of accompanying persons. Rain date is Saturday, August 7, 2021. Contact Kimberly Bidleman kbidleman@episcopalseniorlife.org

JULY 31, 2021 - 12 NOON - 4 PM. Fiddle Fest featuring folk, country & bluegrass music and a car cruise. 17 Franklin St., Springville, NY 14141. Celebrate the 1908 victory of car racing from NY to Paris won by Springville's own George Schuster. For more details go to: springvillefiddlefest.com.

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Allegheny Summer GVACS 2021 Tour

August 15-21! Have you marked your calendar yet? It is never too early. It will not be 1000 miles, but you can be guaranteed lots of fun and laughs! We will be traveling to Bradford, Pennsylvania, in the heart of the Allegheny Mountains! Make sure your brakes are in tip top working order.

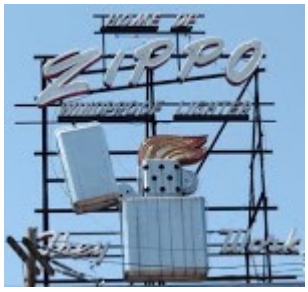
Tasting cheese, maybe wine, and maple syrup- yes! Several museums are on our itinerary- Zippo Case Museum, Penn Brad Museum (think bubbling crude, oil, that is, black gold, Texas tea), Marilyn Horne Museum, Lucy Desi Museum, National Comedy Museum, WWII museum and a lumber museum. Walking the Kinzua Sky Walk is a must. Overlook is twice the height of the Statue of Liberty!

Our host hotel in Bradford, PA will be the Best Western Plus Bradford Inn, 100 S. Davis St, Bradford, PA 16701, located within walking distance of downtown. Plenty of parking. Hotel amenities are: free wi-fi, complimentary breakfast, heated outdoor pool, exercise room, cocktail lounge and restaurant daily from 4pm. All rooms have a safe, refrigerator, microwave and coffee maker.

The daily rate is $103. + 11% tax. 2 queens or a king are available. You can accrue Best Western points during your stay. Just give your rewards number when registering. You may cancel 24 hours before check-in with no penalty. Group name: Genesee Valley Cars.

Phone numbers: (814) 362-4501 and toll free: 1-800-344-4656.

Look for registration in this issue! If you have questions, call Chris Dear at home (585) 872-4141 or on cell (585) 230-4108.

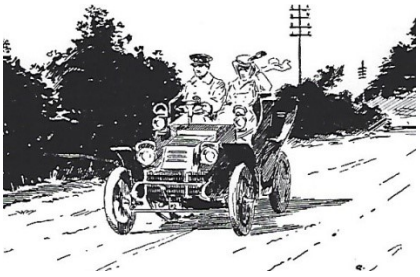


REGISTRATION

Allegheny Summer

GVACS 2021 Tour

August 15-21, 2021



Driver's Name: _____

Street Address: _____

City/State/Zip: _____

Home phone: (_____)_____

Cell phone used for trip: (_____)_____

Email address: _____

Passenger Name(s): _____

Vehicle Year: _____ Make: _____ Model: _____

(Note: All vehicles should be 25 years old or older, and must have current insurance, registration, inspection and a fire extinguisher.)

Please book your own hotel reservation by July 15 for group rate.

Check in: Sunday, August 15th ***Check out: Saturday, August 21st

Best Western Plus Inn, 100 S. Davis St. Bradford, PA 16701

Phone: 1-800-344-4656 or 1-814-362-4501

Group: Genesee Valley Cars

Rate: $103 + 11% tax. Use Best Western reward number for points!

Registration fee includes:

Tour Book, One Lunch, Admission to all venues, Friday Closing Banquet.
Ice cream and/or pizza or another venue will be included, but not named as of yet.

Fee per participant: $135. Fee is all inclusive. There are no deductions available for those not able to participate in all events.

Please make check payable to GVACS and mail to:

Chris Dear, 123 Ashbrook Circle, Webster, NY 14580

Any questions, please call Chris at home(585) 872-4141 or cell (585)230-4108

Registration deadline: July 15th

Requests for Car Displays

It's that time of the year when organizations contact GVACS with requests for car displays or requests 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 the _____)*

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: _____

New Members WELCOME

Welcome Scott and Ellen Deno
State College, PA
(May 27, 2021 join date)

We look forward to receiving your completed membership questionnaire so we can spotlight you in this column!

Pictures of our Club Members AACA Founders Tour in WV

Top: Linda Perkins & Joe Kozloski

Left: Jerry & Nancy Huffman
Right: Chris & Don Dear

AACA National Calendar and Other Events

July 2021

1-3 Central Spring Nationals

Auburn Indiana - 717-534-1910

11-16 Vintage Tour (1931 and earlier)

Lock Haven/Wellsboro, PA, 717-534-1910

22-24 Annual Grand Nationals Minnesota Region

New Ulm, Minnesota, 320-290-4285

August 2021

13-14, 2021 - Western Fall Nationals
Loveland, Colorado, Poudre Valley Region
970-686-9291

September 2021

9-11, 2021 - Southeastern Fall Nationals
Greenville, SC - SC Region - 864-275-2596

12-17, 2021 - Revival AAA Glidden Tour (1942 & earlier) VMCCA Sponsored
Saratoga Springs, NY

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 - 513-314-6525

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

November 2021

4-6, 2021 - Special Western Nationals
Phoenix, AZ, Phoenix Region, 602-999-6594

7-11, 2021 - Western Divisional Tour (1996 and earlier)
Phoenix, AZ, Phoenix Region, 602-999-6594

NIAGARA CUSTOM PLATING

Michael Bobick

2538 Seneca Avenue

Niagara Falls, NY 14305

716/297-1410

Secretary's Report - JUNE 2021

So much happened in June! We are in full swing of gathering together and enjoying our cars. Our traditional Ice Cream Social was a success. It was a beautiful evening and close to 60 members and families came out in their vehicles. Cars and Coffee on June 16th had a great turn-out as well.

Our Editor, Judy Keenan traveled to Williamsburg, VA for the Annual AACA Meeting where she received the Master Editor Award. What an honor for Judy and for GVACS. Congratulations on making our newsletter, *The Brass Lamp*, a winner.

GVACS also received the AACA I.C.Kirkham Award and it involves a local connection with former member, Elmer Bassage who owned Bassage Auto Parts on Donovan Street in Webster. The AACA description of this award states: "This award is given to the Region or Chapter with the greatest member-ship gain according to a weighted formula that considers the number of new National mem-bers acquired and the percentage of increase in membership. This I.C. Kirkham trophy is presented by the Genesee Valley Antique Car Society in memory of Elmer Bassage who probably sponsored more new members for AACA than any other person." Judy Keenan accepted the award on behalf of GVACS.

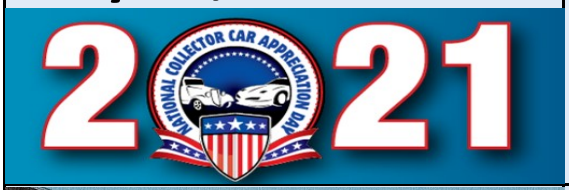
Finally, congratulations to John and Mary McAlpin who, at the national meeting, received the Annual Grand National Award-Pre War for their 1917 Locomobile.

The Board of Director's met in June. Look for meeting summary in the next issue.

Nancy P. Huffman

Secretary, Nancy Huffman

GVACS Activities Calendar Updated June 20, 2021

Dates 2021	Activity/Event/Speaker	Organizer/Hosts
July 10, 2021 Event 	National Car Collector Appreciation Day Event 11 AM Bill Gray's Seabreeze 4870 Culver Road Rochester, NY 14622	Don & Chris Dear
	Allegheny Summer GVACS Tour Bradford, PA	Don & Chris Dear
	Summer Picnic 1:00 PM Foreman Park Pultneyville, NY	Joe Kozloski & Linda Perkins
September 19, 2021 Event **Tentative Date**		Ron DeGroff
October 13, 2021	Save the Date More Information Coming	Jim Day & Jerry Kier
November 12, 2021 Event	Indoor Meeting: 7:00 PM Topic/Speaker: Honor Flight Annual Meeting and Election of Officers Lutheran Church of the Resurrection 3736 St. Paul Blvd, Rochester, NY	Ron DeGroff & Nick Ferrante
	Holiday Event - 1PM Shadow Lake Golf and Racquet Club	Jerry and Nancy Huffman

J.C. Taylor
INSURANCE

J.C. TAYLOR
INSURANCE

JCTAYLOR.COM 1-888-ANTIQUE

THE BRASS LAMP

Genesee Valley Antique Car Society Inc.

Mr. Robert Dilger
43 Harvest Road
Fairport, NY 14450 - 2831
Address Service requested

Web Site: WWW.GVACS1.COM

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Celebrating Our 71st Year

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