



The
BRASS LAMP
WWW.GVACS1.COM

Rochester, New York

VOLUME 60
NO. 2
February 2022



Steve & Pam Heald's 1940 Ford Convertible

Previous owners were Joe Kozloski & Linda Perkins

*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 - FEBRUARY 2022

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A Message From Your Editor Judy Keenan

I gained 14.5 pounds at the Christmas Party! I was flabbergasted when I stepped on my scales the day after the party. I had to know how much that trophy weighed. It was heavier than I thought. My husband guessed 8 pounds, I guessed 12 pounds because it felt heavier than the 10 pounds of potatoes I cooked for Christmas dinner.

All kidding aside, I would like to thank everyone for the honor of receiving this award. Without your help I could not produce our award winning publication, *The Brass Lamp*!

The contributions of your pictures and stories of your beloved cars, Murray Stahl's Muses, Mary and Brian Moon's photography, Chris Dear and Nancy Huffman's proof reading skills, and your participation in our activities all contribute to making this happen.

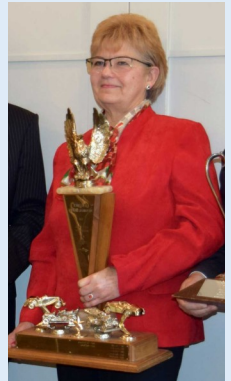
I would also like to congratulate my fellow GVACS winners. The Board was right on in picking the winners, as they are every year.


While perusing through the back issues of *The Brass Lamp* and looking at all our past winners, I am truly awestruck at all the talent, dedication, and the service our members have contributed to GVACS. I am honored to be part of this crowd.

Next year I will be 14.5 pounds lighter when I hand this off to the next lucky participant. I will still have my plaque to remind me of the honor you bestowed upon me.

Blessings and Thanking You All!


Judy





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A Message From Your President Don Dear

2022 is well underway. Our event calendar is full, with the exception of November. We need a planner / host for an indoor meeting. Thanks to all who have stepped up to host and organize events.

Congratulations to our webmaster, Nancy Huffman. She has received the prestigious AACA Master Webmaster Award for 2021. Keeping this site updated takes a lot of time and expertise. Thank you! Why not go there soon and check it out. Visit www.gvacs1.com.

Congratulations are also due to Judy Keenan, the editor extraordinaire of "The Brass Lamp." She has received the distinguished AACA Master Editor Award for 2021. This is the third year in a row. We all look forward to receiving "The Brass Lamp"

each month. It is THE place for all the news and great articles.

Thank you, Jerry and Marlene Kier, for organizing the recent cars & coffee at The Panorama Restaurant on Elmgrove. There were many westsiders who enjoyed breakfast together. Stay tuned for the next one.

Our GVACS winter picnic is coming up soon. It's not too late to make a reservation. Details are in this issue. Ann Neal and Brian Moon have had fun planning this event for you!

Enjoy the ride! And be safe! Don



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01 Rand Warner	10 Brad Sargent
02 Joel Neal	11 Barb Wild
08 Nick Ferrante	20 Dick Steeb
08 Bob Joseph	25 Sharon Kron
09 William O'Connor, Jr.	28 Charles Bruno
09 Bob Klingensmith	

03 Guy & Anita Bennett	1951	71
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Sunshine Report

Gene Cassata is recovering from a fall.

Cards can be sent to him at
2260 Lake Avenue, Apt. 2201.

Rochester NY 14612.



Phil Thurley is in Strong Memorial Hospital undergoing tests for some eye issues. He believes he acquired Covid at the hospital because he has not been anywhere else! We are wishing you a speedy recovery!

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BLAST FROM THE PAST

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

As mentioned before, this was the summer of 1931 and times were tough. At least once a week a tramp (as we called them) would stop by and ask for something to eat. My mother never refused anyone. She believed the word got around among the tramps of her generosity, as many people would send them away. A large percentage of them were nice acting gentlemen just roaming - looking for work. Then there were a few that weren't so nice.

This particular day, a rough looking tramp came along about two in the afternoon and knocked on the front door and asked for something to eat. As he stepped up on our front porch our dog (one fourth collie and the rest German Shepherd) let out his usual roar to strangers. He was never chained up after we had him about a year as he always stayed home and was an Extremely smart dog and was like one of



the family. My mother fixed the tramp some food of what we had. After the tramp got through eating at the table, he looked around as to be sure no one was close by. Our back door was open, but the screen door was closed. All this time I was on the front porch. He said to my mother, "Have you got any money around here?" and added, "I know you have a good dog, but he is outside," At this time my mother said just one word "Prince!" the dog lying in his usual place at the top of the porch steps with paws hanging off came quickly to the screen door. Taking his paw as we had taught him, opened the screen door so neatly.

At this, the tramp's eyes got big and he ran through the house and out the front door. My mother said, when she was telling us later, "I'll bet he's still running." After that when tramps came Prince was always in to be sure to keep peace.

Request for help in locating a 1950 Riley RMB!

We received an inquiry from Chris Junker, the son of one of our early members. He is looking for information on his father's 1950 Riley RMB that was sold to Bob O'Brien.

In checking our Cumulative listing of GVACS Officers we found that Ned Junker (probably Chris Junker's father) was GVACS Treasurer in 1950, 1951, and 1952 when the club was first started. A couple of programs from Anniversary celebrations list Edward Junker as a Founding Member and a William Junker as a Charter Member.

In the Cumulative list of officers, Bob O'Brien (presumably the person who bought the 1950 Riley RMB) was GVACS Treasurer in 1969 and Secretary in 1970. We have subsequently discovered that Bob O'Brien and his wife Lucille O'Brien have both passed. They apparently have a son, James O'Brien who is living in the Rochester area, maybe Irondequoit?

Is there anyone with more information on the current whereabouts of this 1950 Riley RMB?

Contact Nancy Huffman, Secretary if you have more information to share.

Never Convert R12/134a Systems to 1234yf. Here's Why:

YouTube and other platforms are a great source of information for DIYers. Instead of spending crazy money on a service, in many cases, you can diagnose and fix an array of issues yourself simply by watching a few videos. However, just because it's on the Internet does not

mean it's a good idea. Lately, we have come across some how-to videos on how to convert



electronic leak detectors can ignite if you use it to find leaks in systems holding flammable refriger-

R12 and 134a systems to take 1234yf, as well as videos of how to convert 1234yf systems to 134a. (The latter mainly due to the astronomically high cost of 1234yf.)

While you might be thinking you're doing the environment a solid, do not do it. It is illegal to convert an R12 or 134a system to 1234yf.

The industry has no tests or published information to establish cooling performance, reliability, compatibility, or an assessment of chemical damage to a system's lubricant seals and hoses. And the EPA has approved the new 1234yf refrigerant only for new vehicles with systems designed specifically for its use.

This is because R12 and 134a systems are not designed to use flammable refrigerants, which 1234yf is. In fact, Federal Law mandates that using flammable substitutes is strictly prohibited. Before you work on any system that could contain flammable refrigerant, proceed with caution. Elec-

tronic leak detectors can ignite if you use it to find leaks in systems holding flammable refrigerants. Plus, parts of recovery or recycling machines could ignite if the machine is being used to recover refrigerant. Even connecting and disconnecting service equipment, a small amount of refrigerant at the service ports might leak. This could also result in a fire if the leak ignites. In any of these situations, both could result in fires or even explosions.

In short, if your car was originally designed to use the old R12 or newer 134a, stick with one of them until a reliable time-tested product is offered as a substitute.

Contributed by Don Dear from the Original Air Blog, Tuesday, August 20, 2019

**Pictures from GVACS Cars & Coffee in January at
The Panorama Restaurant**



Pictures from GVACS Cars & Coffee in January at
The Panorama Restaurant

Congratulations

*Ellen Hill and Chuck Constanza
Announced Their Engagement
At Our Monthly Cars & Coffee!*



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Help Wanted!

GVACS positions to be filled:

Webmaster: updates and maintains the www.GVACS1.com website on a monthly basis. Familiarity with or willingness to learn to use WIX.com website. Must coordinate with *The Brass Lamp* Editor, and the GVACS Photographers.

Secretary/Communicator: takes minutes at the meetings of the Board of Directors and the Annual Meeting. Maintains files of GVACS records: Officers and Directors cumulative lists, Board of Directors cumulative lists, Maintains cumulative lists of GVACS Awards recipients.

Please contact Nancy Huffman if you are interested at 737-8709.

AACA National Calendar and Other Events

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

June 2022

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

August 2022

11-13, 2022 - Central Fall Nationals
Bettendorf, Iowa
Mississippi Valley Region
319-373-2169

September 2022

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

Secretary's Report January 2022

January is a very busy month in the life of GVACS secretary! Thank you to all who renewed their GVACS membership and did so by the December 31st deadline. I've now updated our 2022 Membership Roster and submitted it to AACA. They will cross check to be sure that our members have paid their 2022 AACA dues. They will notify me if anyone on our list has not paid AACA dues.

Speaking of membership, over the next few months, as we transition to a new Membership Chair, I have begun working with Ann Neal who will assume the GVACS Membership Chair. I now copy her on Membership correspondence and will be sharing "do to" checklist reminders and procedures for maintaining and updating membership records.

I received notice from AACA that I am the recipient of the AACA Master Webmaster Award for 2021.

Having previously received webmaster awards of "Distinction" and "Excellence", I am honored to be receiving this Master Webmaster Award. I would be remiss if I did not mention and thank Jim Burlingame, who as previous Webmaster, created our current website. He was my trainer and coach as I took on this responsibility in 2018. It was a new challenge for me and not without a learning curve! My goal has been to keep our website simple so our members would feel comfortable accessing the site to read *The Brass Lamp*, view upcoming events, view the Calendar of Activities, see the rich assortment of photos, and have quick access to AACA and GVACS membership forms.

We receive monthly reports from our website provider with metrics that show new visitors vs. returning visitors, which pages are most popular, sources of our website traffic, whether traffic is by computers, mobile phones, etc. These reports are very helpful for future direction.

It's important to note that over the last several years we've transitioned from all communication being by US mail to, as most people had email, communicating via eblasts, and sending *The Brass Lamp* as an attachment. Now with our website, most are accessing *The Brass Lamp* via the link directly to the site. Our members are increasingly comfortable with using electronic communication technology, and we are grateful for that.

We are moving forward with the Secretary/Communicator position and working to fill that position.

Secretary,

Nancy P. Huffman

Nancy Huffman

Happy Valentine's Day!

COVID Guidelines

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.

Cars of Upstate New York

A Murray Stahl Muse

We all know that a local Lawyer, George Selden, who fancied himself a tinkerer, was issued a US patent in 1879 for what morphed into the Automobile. At that time a patent filing was done at a bank, a witness was needed and a young Bank-teller, a Mr. George Eastman was drafted to assist; Upstate NY is indeed a small world.

Although he never became an auto manufacturer himself, every other automaker now had Selden and his licensing company a significant percentage of their profits for the right to construct a motor-car, even though their automobiles rarely resembled Selden's designs. In 1903, the Ford Motor Company, which refused to pay royalties to Selden's licensing company, was sued for infringement on the patent. Thus began one of the most celebrated litigation cases in history, ending in 1909 when a New York court upheld the validity of Selden's patent. Henry Ford appealed the decision, and in 1911, the New York Court of Appeals again ruled in favor of Selden's patent with a twist: the patent was held to be restricted to the outdated construction it described. In 1911, every major automaker produced vehicles that were significantly different from that described in Selden's patent, and major manufacturers like the Ford never paid Selden another penny.

The Automotive world at the turn of the Century could truthfully be called frenetic. In 1900 there were only 4,192 passenger cars built in the US (the only

country to be manufacturing cars). There were no buses or trucks. Thirty American manufacturers produced 2,500 motor vehicles in 1899, and some 485 companies entered the business in the next decade.

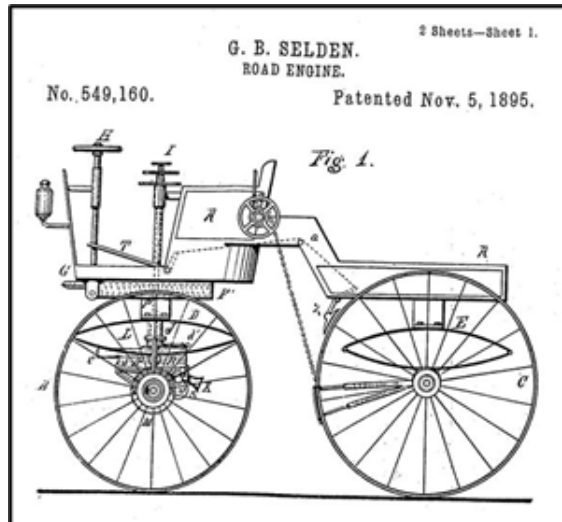
Cunningham, A Coach builder, foresaw the necessity to switch to producing horseless carriages, they started automobile production in 1908 with gasoline engine cars selling at approximately \$3,500, a very high price at the time. Initially the company made only the chassis. They assembled each car to individual customer requirements, using components from other manufacturers. By 1910, the company was producing all its parts and selling its cars in the range of \$4,500 to \$5,000.

Cunningham automobiles were admired for their clean lines. A Nickel silver radiator shell was included, and a feature seen on many of these cars was the use of aluminum steps instead of running boards, adding another European touch to the car.

Roads were bad and Cunningham's were equipped with an air pump for easier repair of punctured tires. As there was no service network for the company, and owners did not wish to let local mechanics

repair their expensive cars, Cunningham sent its own experts to their customer's homes for repairs.

In Buffalo there was a manufacturer of Bird-cages, ice-boxes and bicycles that could trace its history back to 1876. In 1901 they built a single-cylinder runabout



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Cunningham

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☞ We offer the Cunningham car fully cognizant of the well earned and deserved esteem which is bestowed on the three or four cars now conceded to be the leaders in America.

☞ We are thoroughly aware to the merits and prestige of these cars.

☞ And yet we say without fear of the comparison, that the Cunningham will acquit itself most favorably in contrast with America's best cars, and in many features will be found to contain original and practical ideas in design tending to minimize cost of operation and maintenance not found in others.

☞ We have been several years developing this car, determined to build it as good as a car can possibly be built. How well we have succeeded is best attested by the fact that the model car has been driven a distance equal to three trips across this continent without *breakage or reticement* of any kind.

☞ The car is *manufactured* (not assembled) by us in our own plant which is thoroughly equipped with the most modern automobile machinery.

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Cars of Upstate New York*A Murray Stahl Muse*

that strangely had no reverse mechanism; it morphed into the Pierce Arrow Company.

By 1903 the little two-seater run-about was a state-of-the-art product but still a single cylinder. In 1904, Pierce decided to concentrate on making a larger, more luxurious car for the up-scale market, the *Great Arrow*. This became the company's most successful product. The solidly built, four-cylinder car won the [Glidden Tour](#) in 1905, an endurance run to determine and celebrate the most reliable car. Thirty-three cars entered the 350-mile race from New York City to Bretton Woods, New Hampshire; the race was won by Percy Pierce in a *Great Arrow*. In 1914, Pierce-Arrow adopted its most enduring styling hallmark when its [headlights](#) were moved from a traditional placement at the radiator's sides, into flared housings molded into the front fenders of the car. This gave the car an immediately visible distinction in front or side views. At night, the car appeared to have a wider stance. Pierce patented this placement, which endured until the final model of 1938. A shotgun marriage with Studebaker in 1929 produced no advantages for either company.

In Syracuse circa 1902 the H.H. Franklin company was formed to manufacture Air-Cooled-Automobiles. The Franklin Car was moderately successful as a high-end product but as so often happened the depression changed the landscape; it barely survived bankruptcy in 1933. An employee buy-out saved the day and the company became "Air-cooled-Motors". In 1947 the Tucker Car Corporation purchased it to produce Air-cooled engines for his cars,

Yes, that Tucker. The company went through a variety of owners until it was purchased by the Government of Poland in 1975 and re-named as PZL-Franklin.

In their short lifetime, Franklin cars were class acts as their Service Policy, circa 1908 attests:

Franklin Service Policies

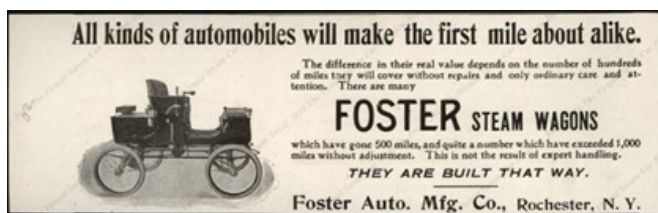
"It has been the policy of this Company since its beginning to send out mechanics to each owner of a current year motor-car and have such car inspected at least once during the season. This mechanic, who is always an expert on Franklin cars, adjust and repairs the cars in cases where local repair men are unable to locate the trouble, and instructs dealers and car owners in reference to their care, maintenance and operation. This is one of the features of the Franklin policy which has won its success. The company under this plan has always been able to follow its cars after they left the factory and overcome any difficulty caused by inexperienced drivers. They have, therefore, kept their owners satisfied and in line to purchase new a Franklin the next year."
From Franklin Company Board history notes, entry #247 circa 1908

There were also a number of under-funded efforts to manufacture cars that pretty much died at birth.

Foster Steam Wagons went under after producing 20 cars. Then there was the Rochester Carriage Motor Company that also died stillborn.

It was an exciting time to try to wedge a new venture into the Automobile Marketplace, many tried but few succeeded.

And so it goes.



A Cool History on A/C in Automobiles

From the Original Air - Thursday, June 9, 2016

When you get

into your car that has been baking in the summer heat of a supermarket parking lot for the past two hours, the first thing you do is crank up the air conditioning and try not to burn yourself on the seatbelt as you buckle up. You probably don't stop to consider what you would have done if your car was not air conditioned, or how it came to be that way. The history of A/C in automobiles, though, is quite an interesting one.

The first automobile manufacturing company to have air conditioning was Packard in 1939. However, for a number of reasons, it did not do well on the market, especially considering it was an expensive, flawed option in cars that most post-Great Depression American consumers did not want to invest in. It was therefore discontinued in 1941. Cadillac experimented with air conditioning in 1941, which was also rather unsuccessful.

Then, the Chrysler Airtemp was introduced in 1953. This system was more successful than Packard's or Cadillac's previous models because it was most effective and activated with a switch on the dashboard with three levels of power, closer to today's A/C systems in cars.

A year later, the Nash integrated system became the first heating, air conditioning, and ventilating system. Where most systems used a separate heating system, the Nash

First Air-Conditioned Auto



Through the grills seen above, fresh air enters and old air is expelled in the first air-conditioned car seen at right

WITH all windows sealed, and a stream of fresh, filtered air at just the right temperature entering through a special duct, the world's first air-conditioned automobile recently made its debut in a successful test run on New York City streets. It demonstrated a remarkable new system that promises all-the-year-round driving comfort, regardless of summer heat or winter cold. Air is drawn into this system through a concealed inlet, filtered to remove dirt and dust, blown over coils that chill or warm it as required, and admitted through grills to the car's interior. Cooling is effected by a refrigerating compressor beneath the floor boards, resembling that of an electric refrigerator, which takes its power from the car's generator or may be run from a special battery. To heat the air, hot water is circulated through the coils from the car's radiator. The air-conditioning equipment may be turned on or off at will from the instrument board or rear seat. Since the windows of the car are kept

closed, outside noise is excluded. Any closed car, new or old, may have the air-conditioning system installed, according to the New York concern sponsoring the invention, which expects to manufacture it in the near future at a sufficiently moderate cost to permit its use even in low-priced cars. The makers foresee the car of the future provided with air conditioning as standard equipment. In that event many of the inconveniences encountered at present will be removed, along with a decrease in the danger of suffering carbon-monoxide poisoning.



Beneath the floor boards in the auto's rear compartment is placed this refrigerating compressor to chill the air drawn into the car and make driving comfortable on hot days



integrated system was unique in its dual nature and found success because of it.

Car coolers with evaporative cooling were popular up until the 1960s. They were the most successful in drier parts of the United States because they relied on low humidity, but until interior air conditioning systems were improved upon, car coolers were a sufficient way to cool a vehicle.

From there, air conditioning in cars continued to evolve into what we have today. Modern air conditioning units in cars run on power consumption, using horsepower from the engine to cool the vehicle. Although most days, we do not think much of our car air conditioning unless it is not functioning properly, modern car air conditioning was derived from various types of air conditioning systems over the years before it came to where it is today.

Submitted by Don Dear.

New Members

W • E • L • C • O • M • E



Welcome Gary & Martha Keenan

Gary and Martha are first time members of AACA and GVACS. We were able to provide them with one of the AACA first time member forms that we receive each year. Thus, they received a free AACA membership for 2022. The GVACS Board decided to give them a free 2022 GVACS membership as well.

The Keenan's have a 1940 Ford Coupe which Gary is working on to pull his 1961 Airstream

Bambi camper.

Gary and Martha belong to TCT (Tin Can Tourists) and the Airstream Club. Gary keeps busy working on both cars and campers. Martha is right out there with him. This year they are planning to attend the 65th Wally Airstream Club International Rally in Fyreborg, ME with 800 other Airstreams.

Gary and Martha live in Avon, NY.

GRAVESTONES WITH FUNNY EPITAPHS...

A Murray Stahl Muse

Anna Hopewell's grave in Enosburg Falls, Vermont :

*Here lies the body of our Anna,
Done to death by a banana.
It wasn't the fruit that laid her low,
But the skin of the thing that made her go.*

On a grave from the 1880s in Nantucket, Massachusetts :

*Under the sod and under the trees,
Lies the body of Jonathan Pease.
He is not here, there's only the pod,*



Pease shelled out and went to God.

In a cemetery in England :
*Remember man, as you walk by,
As you are now, so once was I.*

*As I am now, so shall you be,
Remember this and follow me.*

*To which someone replied by writing on the tombstone:
To follow you I'll not consent,
Until I know which way you went.*

Finis. Murray

SAVE THE DATE

MARCH 11, 2022

Game Night



Lutheran Church of the Resurrection
3736 St. Paul Blvd., Rochester, NY
7PM



We will be providing the snacks,
games, prizes and lots of fun.

Feel free to bring a favorite game or a deck of cards. If
you have crayons or markers please bring them along.
Also please bring your own beverage (non-alcoholic).

Snacks

PLEASE RSVP BY MARCH 2nd TO:

Judy Keenan at 585-414-5358 or jmiller1313@hotmail.com.

Yes, I/we plan to attend.

Please save seat(s) for _____ person(s).

Name(s) & Phone #:



Saturday, February 19th

Fellows Road Park, 499 Fellows Road, Perinton, NY

Arrival Time: 1:00pm social hour / appetizers

Lunch served: 2:00pm

LUNCH MENU:

BBQ Chicken or Italian Sausage, plus Mac & Cheese and other sides.

Please sign up for either an appetizer or dessert.

Please bring your own place settings and beverage of choice.

Reservation deadline is February 2nd. Send your reservation to Ann Neal.

Any questions? Call Ann at (315) 597-6623.

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

PLEASE RSVP BY FEBRUARY 2nd TO:

Ann Neal, 2464 Maple Ave., Palmyra, NY 14522



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

Name(s) & Phone #: _____

Menu Choice: BBQ Chicken _____ Italian Sausage w/peppers & onions _____

I plan to bring: Appetizer _____ Dessert _____

GVACS Activities Calendar Updated January 20, 2022

Dates 2022	Activity/Event/Speaker	Organizer/Hosts
 <p>February 19, 2022</p>	<p>Winter Picnic Fellows Road Park, Perinton, NY 1pm Social Hour/Appetizers Lunch @ 2pm</p>	<p>Ann Neal & Brian Moon</p>
 <p>March 11, 2022</p>	<p>Indoor Meeting - 7:00 PM "Game Night" Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY</p>	<p>Judy Keenan & Nancy Huffman</p>
<p>April 8, 2022</p>	<p>Indoor Meeting - 7:00 PM Lutheran Church of the Resurrection 3736 St. Paul Blvd., Rochester, NY</p>	<p>John & Margaret Adams</p>
<p>FORMER SITE OF HAMLIN CCC CAMP 53 May 28, 2022 & POW CAMP 1935 ~ 1946</p>	<p>Brunch Run & Visit to CCC/POW Camp in Hamlin</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 2022 Event - Date TBD</p>	<p>Summer Picnic</p>	<p>Joe Kosloski & 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 Christmas Party</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 - FEBRUARY 2022

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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