



The  
**BRASS LAMP**  
**WWW.GVACS1.COM**

Rochester, New York

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**JUNE 2021**



## **Ed & Bonnie Franko's 30 RS COUPE**

*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 - JUNE 2021***

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**A Message From Your Editor Judy Keenan**

**A**s I finish up this issue to send to the printer, it is a beautiful 70 degree day in Honeoye Falls. Time to get those cars out and on the road! I am excited for the season to begin! The Brunch Run was the first outing for us. Thanks Brian & Mary Moon for setting this up!

Bob and I are excited to attend the 85th Annual Convention of the AACA in Williamsburg, VA. I will be receiving the AACA Master Editors Award. I want to thank everyone who has contributed to The Brass Lamp to make this the fine edition what it is. Without your articles, this would not be possible.

A special thanks goes out to my proof readers, Nancy Huffman and Chris Dear. They spend a great amount of time helping me get everything correct! My next thanks goes out to Murray Stahl for his


monthly articles in the "A Murray Stahl Muse". There are many requirements to earn the Master Editors Award. One of the requirements is 2 different articles from our members. Murray has provided 1 or more articles for every edition that I have done for the past 2 years. This will be my 3rd year as editor.

I will also be picking up the "Service to AACA" award on behalf of our club. Stayed tuned for the next edition to hear more about our club's award.

Check out the GVACS Activities Calendar and put the dates on your calendar to attend. Any pictures you take, please send me a copy so I can share them with the rest of the club!

Blessings, Judy





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**A Message From Your President Don Dear**

**T**he GVACS family wishes to thank Phil Thurley for his many years of service to our club. He was President for 10 years. He was also club engraver for 13 years and has recently decided to pass the torch to Brian Moon. Phil enjoyed finding special trophies for our car shows and engraving club trophies for the year end party. Phil is very talented. THANK YOU, Phil and all the best to Brian!

Thank you, Brian and Mary Moon, for arranging our May Brunch at Genesee Country Village. This is such an interesting venue, which showcases our local heritage. Great food, cars and friends. Pictures will be in the July Brass Lamp.

It is not too late to sign up for the June Ice Cream Social. It is at a new venue - Bill Gray's on Jefferson Road due to COVID restrictions in place at Tom Wahl's in Avon. See the flyer in this issue. Call

Betty Reilly to make your reservations.

Plans for the GVACS "Allegheny Summer" tour are in place. Details and the reservation form are in this issue. Several members have already signed up. We are looking forward to a fun tour.

As New Yorkers get vaccinated and as things "open up," we look forward to more activities, cruise-ins and display invitations. Check your email often for car events.

Enjoy the ride!

Don





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## THE BRASS LAMP - JUNE 2021



03 John Martin	14 Diane Libby
05 Janice Coon	14 Preston Pierce
05 Brian Moon	14 John Ross
06 Michelle Norton	24 Ellen Hill
07 Ann Neal	30 William Gick
08 Norma Herendeen	



**HAPPY ANNIVERSARY**

01 Steven & Pamela Heald	1990	31
13 Roger & Diane Libby	1976	45
19 Robert & Deborah Joseph	1993	28
26 Anthony & Clair Zappone	1976	45
27 Phil & Verna Mendola	1970	51



*Our Deepest Sympathy*

Condolences to Elaine Cicoria and her family on the passing of her beloved husband of 54 years Fred Cicoria on April 21, 2021.



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## How Did Ed & I Start With Packards? by Bonnie Franko

I came across a picture of the first Packard Ed & I had driven. We were not married long and Bernie Friday, who Ed worked with at Kodak said, "Hey, the antique car hobby is a lot of fun. You ought to try it." So we joined the local AACA region and went on a quest to find a car. Bernie had a couple lined up for us. The first, I don't remember the year, was a Franklin. We had never heard of this, to us a monster, what do you mean no radiator? So, our next journey was to a 1932 Pontiac, which belonged to Dick Berns. Yes, it did come home with us. Sadly, Cheryl would love to find it again but we fear it has been rodded.

After driving it awhile, Ed decided it needed an engine rebuild. Bernie had gotten very heavily involved in the Mormon Church, so his car was sitting a lot. He said, if you pay the insurance, you can come and get the car and drive it to club events. The car was a 1929 Packard 640 Limo. The car went into limbo somewhere in California.

Now you have to know, Bernie did not believe in girls driving antique cars and had given Ed heck when I showed up at Kodak Park driving the 32 so we would save time heading for our destination. This was our first adventure with the Pontiac to a venue in Chili. The sun was bothering me and I went and bought sunglasses and holed up in the car. Doris Simmons came over and asked Ed if I would like to go to the lady's tea the bank was putting on. Ed said, you will have to ask her. After coming over to the car, Doris went back to Ed and said you need to get her to the doctors. She has the measles! Makes for not a great first meet!

What Bernie was to never know was on a run with the 29, Ed got tired and said how about you drive the 29 for a while. While in motion, we switched position. Hey, that is what a pull-out choke is all about. After that summer, we decided maybe a Packard could be in our future. So, we

started looking in Hemmings. We found a 30 RS coupe in Amarillo, TX. That was to be my first airplane ride! Because of a cross wind, the pilot almost touched one of the wings on the ground. He came on "Sorry about that. My first time landing here."

We were met by Rosalie and Ira Loftin and were taken to their home. We then went out for a test ride. We did find out that the side lane is for horses

and also the distance between towns is not close, Ed had figured we would turn around at the next town. They insisted we stay overnight with them and go out for dinner. Ed remarked about a sign in the club house, "no fire arms," saying isn't this Texas? Ira said "I know you are from NY, you aren't packing, are you?" That was to be the start of a beautiful friendship that still exists

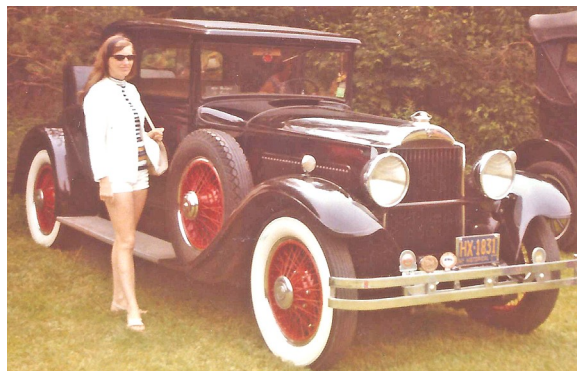
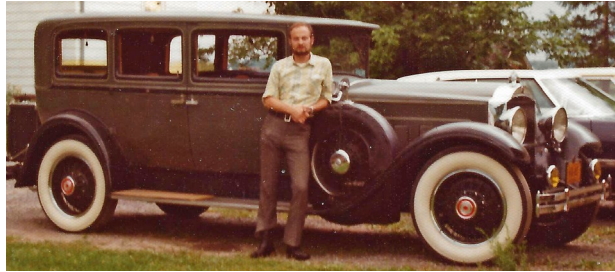
today. Now the 30 had lived part of its life on an oil lease and the rumble seat had at one time been converted into a pick-up bed. At the time we bought it, it was back to a rumble seat but not as it totally would have been in 1930. Many of you knew about my husband and his ability to get the "might as wells." Yes, the

30 was to be our first antique car restoration. Of course, as at our house always, it was a total frame - off project. That would take about seven years. And with the car apart we would buy a new house and move. But once

done, it went on to win the James J. Nance Award (Best of Show PAC) in Niagara Falls in 1981. Where we also won best costumes for the National Meet. The 30 did show up again at an auction at Meadowbrook when we were showing one of our other cars. Ed tried to convince me he needed a bidder's card. No, I did not do it.

Fate of the car is unknown as it has never surfaced again.

The second Packard to enter our lives, yes 30 still with us, was a 1940 120 sedan. While we still had the 32 Pontiac, we had stopped beside a lady driving a Packard. We exchanged the usual great car you have and off she went. Years later, John Cole then president of GVACS called and





## How Did Ed & I Start With Packards? *by Bonnie Franko*

said I got a call from a lady who wants to sell a Packard. Do you want to come along? Why of course! Imagine our amazement at seeing the Fleur de Lis trunk ornament!



This was the same Packard we had seen years before. We talked to the lady in charge as the owner was in the hospital. She said I'll get back to you on the cost.

Well, she called and

Ed & I agreed we wanted the car. Now he was at work and I was on strike - oh yea - such fun! Anyhow, he said I want you to get the check right over to her. I said we just voted we are going back to work! I still have no idea how I got to the other side of the city and back in time but I did. Down the line we were to sell that car and a couple of owners down it would come back to us from Bob Saxon. Currently it resided In Mich. with a very happy owner.



This is fitting as the original owner Mrs. Floyd Wilmont & husband had traded in a 29 Packard

and bought the 40 in Detroit. Did I mention until we bought it in 1973, the 40 was her daily driver and only car? At Ed's wake a fellow teacher came up and said I have a story to tell you. One day over the PA I was called to the Principals office, my kids all looked and said what did you do? Well, it seems I had gotten sick at school and they had taken me home. The problem was our 40 Packard was still at the school and Ted had been selected to drive it home for me. I could park it right outside my window so often had fun taking it to work.

Number three Packard would be a 1955 Panama Clipper which was black and white which I named the Panda. Dyson & Sandy Gay took us up to get the car in Wilson, NY. The next morning since it was sitting outside it was covered in ice! We drove Bob O'Brian's son Jimmy in it for his wedding. This was a Canadian built Packard, so had a little different interior. The last I knew it is still in the Rochester area.

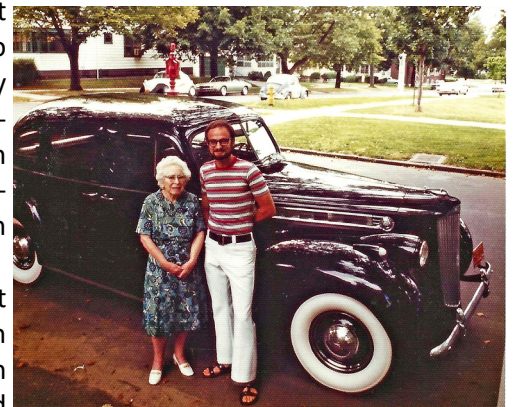
The fourth Packard to enter our world was the 38 V12 Limo which I have since sold as just a little too much car for a small lady. We owned that one 31 years. The new owner Mark from S Carolina has become my friend. I already did a write up on that car.

Next to enter our world was a 56 Caribbean Conv we got from Mike Race in Benton Corners NY. When we had bought a Buick off him, we saw the car and ask was it for sale? At that time no. Asked where we would be on the list if he decided to sell. Answer was first. So, we had him put our card on the windshield. When at the Marion car show another friend came up



and said Mike wants to talk to you. Yes, a deal was reached and Dick Walther took his tip- back and brought it home for us. As you know this became a frame-off and went on to be a National winner and yes Elvira still resides in my garage for now. This car has also been in the Brass lamp.

The last Packard to enter into our lives is a 55 400, I named her Tweety. A friend in NJ had sent me a postcard that the car was for sale. Brian Burke went with us and said if you don't buy it, I will and cut the rear quarters off to repair my 55. When purchased the engine was stuck and car was not running. Teddy Pisarek had us trailer it to Syracuse where a mechanic friend of his took on the job of getting the car running. This car I am keeping as an HPOF car and I love the standard overdrive in it. I've have already put quite a few miles on it as it is fun to drive. Unluckily we had an engine problem after the National Meet in Canandaigua. My Ed took it apart but health issue came in and he could not finish it. So, Ed Almekinder is helping me get it back on its wheels.



It is interesting to look back and realize that out of 6 Packards in my life, 4 are originally cars bought from New York state.



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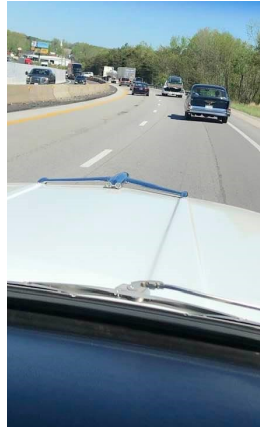




**Pictures of our Club Members Chrome Glidden Tour In TN**



Nancy & Jerry Huffman, Chris & Don Dear, and Paul & Sharon Kron enjoyed their trip to the Chrome Glidden Tour in Tennessee. Below are pictures from their trip.





## **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](mailto:ddear99@gmail.com)) with a copy to Secretary, Nancy Huffman ([nphuffman42@gmail.com](mailto: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: \_\_\_\_\_



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## Packard's Rochester Connection

A Murray Stahl Muse

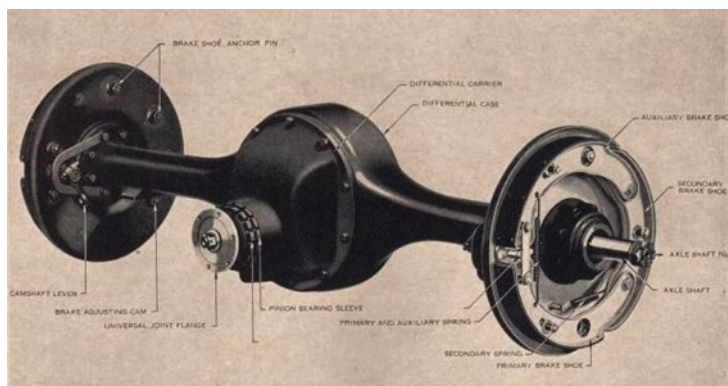
It was 1926, as the Packard Motor Car Company introduced the hypoid drive axle to Detroit and the rest of the industry wouldn't catch up for another decade.

In its heyday, Packard was renowned as an engineering company, famed for technical prowess. The Detroit automaker represented the cutting edge in engine development on land, sea, and air, and its engineering department was an early center of innovation.

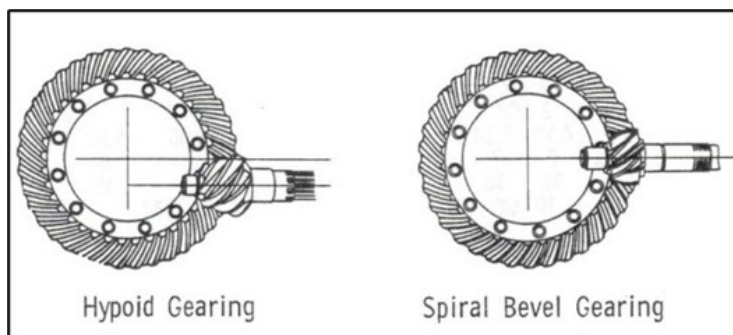
Because Packard produced only premium cars at premium prices, it could develop and market features that the other automakers, until they later achieved their vast economies of scale, couldn't begin to consider.

A little digression here, It should be noted that by the mid-thirties GM could afford a very costly, 5-year development of an automatic transmission and Packard was the only "independent" car company able to market their own Automatic.

One example is Packard's advanced hypoid final drive, which the company introduced in August of 1926 on all its passenger cars across the line.



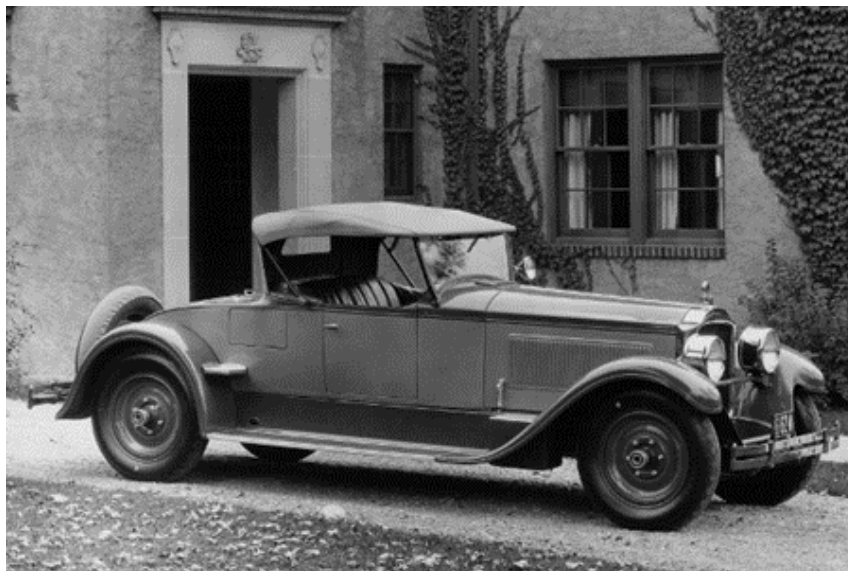
gear whine and limited tooth contact area. The centerline of the pinion (driving) gear is directly on the centerline of the ring (driven) gear.



The term is short for hypocycloidal curve, which is the actual shape of the gear teeth.) These teeth are longer and more fully engaged,

In 1925, the **Gleason Gear Works of Rochester, New York** came up with a rather similar looking, but in fact very different, type of gearset it named hypoid. (The term is short for hypocycloidal curve, which is the actual shape of the gear teeth.) These teeth are longer and more fully engaged, so they can carry much more torque. The gear centerlines do not intersect. Rather, the pinion is offset from the ring gear centerline a significant distance, called *hypoid offset* or *hypoid distance*.

Hypoid drive is significantly quieter





## Packard's Rochester Connection

A Murray Stahl Muse

than spiral bevel, since the gear contact is a mixture of rolling and sliding. In that regard the hypoid gearset has been described as a sort of cross between a spiral bevel and a worm gear, and the greater pressure loading between the teeth required improved, high-pressure gear lubricants.

Packard quickly seized on the innovation and negotiated permission to produce the gearset from **Gleason**, which also sold to Packard the sophisticated machine tools required to manufacture the complex profiles; Gleason Works is all about selling Machine-Tool Systems and welcomed Packard as its early adopter.

The new final drive (above) employed a hypoid offset of two inches and this interesting detail: an additional support bearing on the nose of the pinion gear, like the Ford 9-Inch of many years later. The new drive was introduced in August of 1926 on Packard cars across the board. For the rest of the company's history, Packard used hypoid gearsets exclusively.

The rest of the auto industry did eventually accept the hypoid gearset, but not for another decade. The other automakers did not choose hypoid for its

greater strength and reliability, or for its quieter operation, but because the offset pinion permitted a lower driveshaft—and thus a lower passenger floor and a lower roofline, the hot styling trend of the

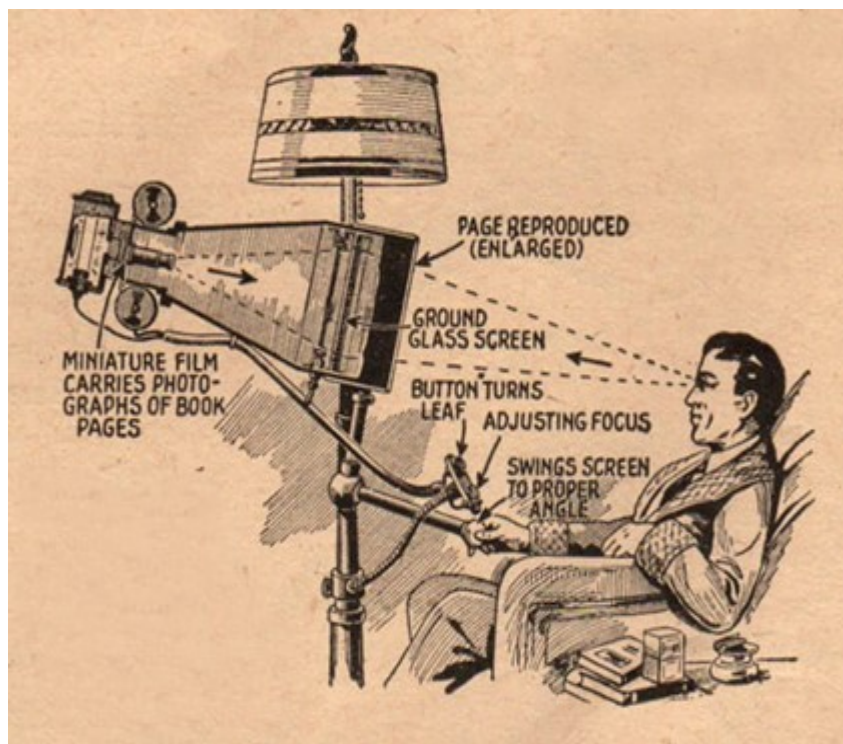
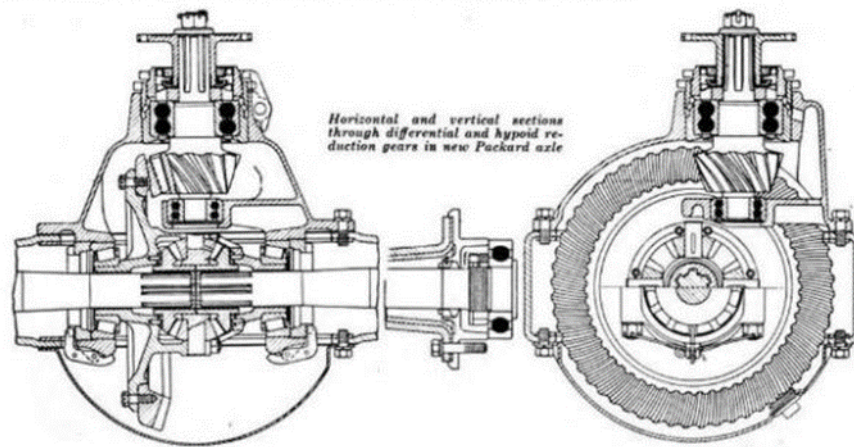
time. Chrysler adopted hypoid in 1935, followed by Cadillac and Buick in 1937, while Ford stubbornly clung to its old spiral-bevel V8 driveline until 1949.

I worked for the Gleason Works for decades and this story is a major portion of Company lore; I do confess that I've never before used the word "hypocycloidal" in a sentence. Our Out of State Member, Bob Gaylord, is an expert in

setting up a rebuilt Hypoid rear-end and

has done many for our members.

Fini, Murray



Yes, there was an Early Version of the Tablet reader

## **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.

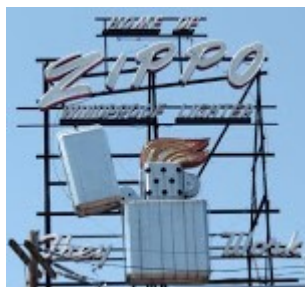
The daily rate is \$103. + 11% tax. 2 queens or a king are available. You can accrue Best Western points during your stay. Just give your rewards number when registering. You may cancel 24 hours before check-in with no penalty. Group name: Genesee Valley Cars.

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.





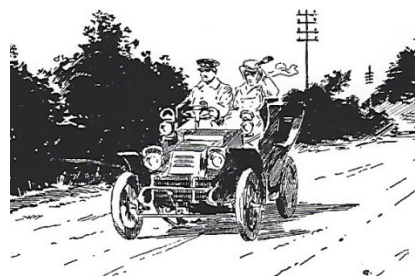


## **REGISTRATION**

**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 15<sup>th</sup>**

# BLAST FROM THE PAST

## 3,000 Flock to Antique Car Show

*From Rochester Democrat and Chronicle - Monday, August 28, 1961*

The longevity of the automobile was celebrated yesterday in what promises to become an annual rite of summer.

The celebrants, numbering more than 3,000, watched in awe as ancient autos, come more than 50 years old, purred on flawlessly and spread their polished fenders in disdain at the already decaying modern products which surrounded them.

For to be a winner in yesterday's first annual Antique and Classic Automobile Show, sponsored by the Genesee Valley Antique Car Society and the Rochester Lions Club at the Genesee Valley Regional Market, Jefferson Road, Henrietta, a car not only had to be still around, it had to be running, restored with authenticity, and yet equipped with modern safety glass.

As skies favored the event with sunshine and warmth, the more than 100 entries reposed under shed roofs like benign beasts from a myth, as judges scrutinized every car with an eye to details.

"Does it work?" asked Judge Earl Thomann as he pointed in the thermometer in the radiator cap ornament of a 1928 Didge. The thermometer was registering an impossibly high temperature. "Not anymore," replied owner Carl Robinson of Bergen. "It went up once and it never came down." "That's not awfully surprising," the judge said, making a note on his pad.

Twenty-two trophies were awarded to cars in seven categories, with the best-of-show award going to Charles W. Kohlmetz, 265 Clover St., Brighton, for his 1916 Cadillac V-8 touring car. Awards

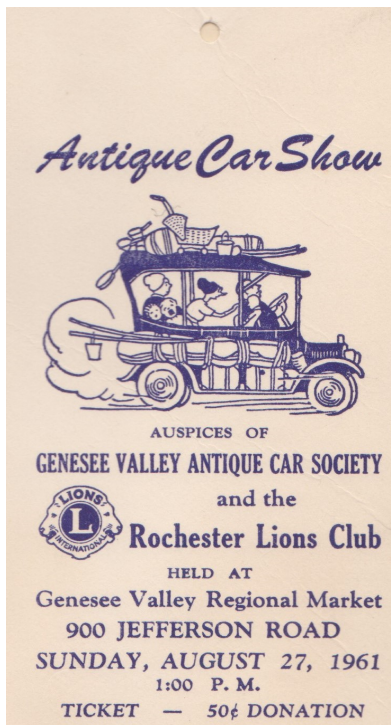
were made about 5pm and the field of entries included some 25 cars from outside the Genesee Valley Club.

Oldest model was a 1902 Oldsmobile owned by Keith Oderkirk of Medina. The single-cylinder engine still drives the car and the car itself still smacks of the luxury of bygone motoring with rare "do-si-do" seating, whereby two more passengers can sit back-to-back with the two in front and enjoy a panoramic view of the road behind.

There were some heroes among the ancients, too. A 1920 Model T Ford fire engine, owned by William Harrington of 104 Wegman Road, Gates, once belonged to a woman who drove it only to fires on her estate.

Later, in the service of the Town of Newbury, Mass., it pumped for more than 24 hours without a rest and was credited with saving what remained of the town. Valued at \$3,500. The engine still pumps today and Harrington said he drives about in the truck quite often.

T. Bernard Rooney of Lockport bought his 1927 Chrysler Model 70 on Aug. 1, 1926, and for three years, he said, it got better and better. When at last he wanted to sell it, he considered an offer of \$50 an insult and said he would let it rot before he would sell it. It rested on blocks until a day five years later when his wife wanted a ride in an open car. Putting a battery and some "gas" in the tanks, Rooney took the car off the blocks and found it started right away. More than 162,000 miles later, it still runs, with rings and valves being the only replacement he's made.



*Rumble Seat Riders in this 1931 Model A Ford roadster are, from left, Rebecca 8, Rodger 9, and Jacquelyne 7, Holley, children of Mr. & Mrs. Harold Holley of 1839 Dewey Ave.*



## **AACA National Calendar and Other Events**

### **June 2021**

**2-5 Eastern Division Tour** (1996 and earlier)  
Maryland - Eastern Shore Region, 410-742-8342

**3-5 85th Annual Convention AACA**  
Williamsburg, VA

**17-19 Eastern Spring Nationals**  
Saratoga Springs, NY- Saratoga Region, 585-474-2406

### **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**  
New Ulm, Minnesota, Minnesota Region  
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**  
(1996 and earlier) Broken Arrow, OK - Tulsa Region  
918-527-9560

### **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

## **Secretary's Report - MAY 2021**

Our Cars and Coffee drew many members out on April 27<sup>th</sup>. We met at the Panorama Restaurant in Gates.

Our May Brunch Run is a popular event and we enjoyed gathering on May 23<sup>rd</sup> at the Genesee Country Village and Museum.

We received notice from AACA that our Editor, Judy Keenan, will be receiving the Master Editor award at the AACA Annual Meeting, in June in Williamsburg, VA. She will also accept, on behalf of GVACS, an award for our Region's "Service to AACA". Congratulations to Judy and to our Genesee Valley Region.


We're looking forward to a warmer June (after a rather rainy and cool May) because we will be holding our Ice Cream Social on June 9<sup>th</sup>.

The Board of Directors rescheduled their next meeting and it will be June 16<sup>th</sup> at Dear's Garage.

Finally, many requests are coming in for car displays. Check out the car request display process and format in this issue.


*Nancy P. Huffman*

Secretary, Nancy Huffman



**HORSEPOWER**  
EST. 2011  
Motor Works  
HorsePowerMotorworks.com  
pzelter1@gmail.com

**Paul Zelter**  
825 Phillips Road  
Victor, NY 14564  
P: 585-924-9199  
F: 585-398-7934



## GVACS Activities Calendar Updated May 20, 2021

Dates 2021	Activity/Event/Speaker	Organizer/Hosts
 <b>June 9, 2021 Event</b>	 Ice Cream Social Bill Gray's 1225 Jefferson Road, Henrietta, NY 	Betty Reilly & Bob & Judy Keenan
<b>July 2021 Event - Date TBD</b>	National Car Collector Appreciation Day Event	Need Vol./Organizer/Host
 <b>August 15-21, 2021 Event</b>	Allegheny Summer GVACS Tour Bradford, PA	Dears
 <b>August 26, 2021 Event</b>	Summer Picnic Foreman Park, Pultneyville, NY	Joe & Linda Kozloski
<b>September 19, 2021 Event</b> Tentative Date	 <b>Mystery Tour (Tentative)</b>	Ron DeGroff
<b>October 13, 2021</b>	Save the Date More Information Coming	Jim Day & Jerry Kier
<b>November 12, 2021 Event</b>	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
 <b>A Christmas Party</b> December 12, 2021	Holiday Event - 1PM Shadow Lake Golf and Racquet Club	Jerry and Nancy Huffman





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## ***THE BRASS LAMP - JUNE 2021***

### ***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](http://WWW.GVACS1.COM)

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**Receiver Of The  
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