The BRASS LAMP

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Sharon & Paul Kron's 1938 Lincoln Zephyr 4-Door Convertible

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.

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INSIDE THIS ISSUE

Front Cover 1
Table of Contents/Officers/Staff 2
From the Editor 3
President's Message 4
Upcoming Events & Things To Do 4
Announcements 5
1938 Lincoln Zephyr 4-Door Convertible 6
1938 Lincoln Zephyr 4-Door Conv. *Cont.* 7
A Long Haul-------800 Miles 8
Mystery Tour Sign-Up 9
GVACS Fall Day Trip 10
Items For Sale 11
A Murray Stahl Muse 12
A Murray Stahl Muse *continued* 13
GVACS Annual Awards-Suggestions 14
AACA Crowns Car Of The Year 15
Request for Car Display Form 16
Secretary's Report 17
AACA National Calendar & Other Events .. 17
GVACS Activity Calendar 18
J.C. Taylor Ad 19
Address page 20

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A Message From Your Editor Judy Keenan

Wow, what a month! Between car activities, camping, family get-togethers, church and working part-time, this month has went by so fast. I hope everyone has enjoyed their summer as much as I have.

My husband Bob and I along with Tom and Sue Smith, planned an overnight trip to Springville, NY to join up with other antique car clubs for their annual Fiddle Fest and car show. The Lakeshore Model A Club sponsored the trip and the GVACS Club was invited. For those of you who did not go and if you are ever in Springville, take the time and go to the Concord Historical Society's museum. When you walk into the building and go down a hall you will feel like you are in their town years ago.

The museum goes into detail about *The Great Race New York to Paris in 1908*. Jeff Mahl is the great grandson of the winning driver of the Thomas Flier, George Schuster. We were fortunate to meet Jeff Mahl at the Fiddle Fest. As a youngster Jeff would be immersed in accounts of that incredible auto-mobile race from his great-grandfather. Jeff has researched the 1908 race passionately over the years, and now combines historical accounts with those of his great-grandfather's on a CD which I now have a copy of.

Hopefully in the future we can all view this CD and learn about the *Auto Jack* that was lost for 100 years from this race.

Blessings, Judy

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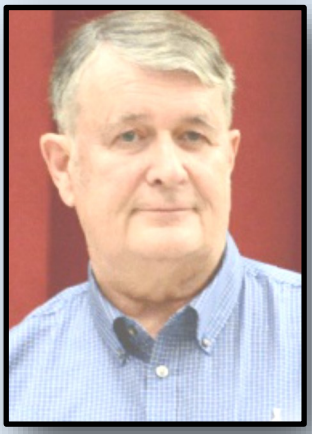
A Message From Your President Don Dear



August has been very busy for our special cars: touring, visiting senior facilities and nursing homes and picnicking. It is always very special when people come up and inquire about our cars. We recently took our 1965 Ford Falcon Woodie to the Fiddle Fest in Springville NY. We had so many people stop by to look at our car and share "their" stories about growing up and riding in a station wagon. It was a big surprise for us to win "People's Choice" for cars in the 50's, 60's and 70's.

Congratulations again to John and Mary McAlpin, whose 1917 Locomobile 48 Sportif Victoria received the prestigious AACA Zenith Award in New Ulm, Minnesota in July. This award is presented to the best of the best restored vehicles. Over 2000 vehicles competed. The field was narrowed to 18 vehicles, which were brought to New Ulm. The Locomobile was judged #1. What an honor to receive this award. True perfection.

Kudos to Joe Kozloski and Linda Perkins for planning a perfect picnic by the lake in picturesque Pultneyville. Everyone enjoyed the tasty barbecue and salads, and of course, the homemade desserts.

Thank you, Chris Dear, for a spectacular tour "Allegheny Summer " to the Bradford, PA area. 16 GVACS vehicles caught people's attention at every turn! Horns honked and we got thumbs up! A full narrative, along with amazing photos will be in the September Brass Lamp.

The September mystery tour and October trip to the Glenn Curtiss Museum are coming soon. Sign up and spend the time with your GVACS friends. Both will be fun, as we drive our cars through the beautiful Finger Lakes. This will be the height of leaf-peeping time!

Enjoy the ride! Don

Don & Chris Dear with their "*People's Choice*" award at the Fiddle Fest, standing next to their 1965 Ford Falcon Woodie.

Some of our cars at the Fiddle Fest in Springville, NY. This was just one lot! There were over 100 cars in other lots and along the streets.

UPCOMING EVENTS & THINGS TO DO!

Aug. 28, 2021 - Saturday, 1-3 PM. Classic Car Show, Elderwood Village a Fairport, 7 Chardonnay Dr., Fairport, NY 14450. Car owners to arrive by 12 noon and a light lunch will be provided. There will be live music, food trucks, face painting, balloon animal art, and raffles. There will be trophies for Best of Show, etc.

There will be raffles to benefit Alzheimer's Association. Attendees are asked to bring a nonperishable food item for the Perinton Food Shelf. Contact: Diane Russell,

Sept. 19, 2021 - Sunday, 12 – 5 PM. Sonnenberg Gardens & Mansion State Historic Park, 151 Charlotte St, Canandaigua, NY. Enjoy walking the grounds and listening to bluegrass music while marveling at antique cars on display. Tickets available online and...Read more on Visit Rochester

Every Thursday, 2021 - Polish Falcon Club, 445 Columbia Ave., Depew, NY . 12 – 5 PM. 2020 Has come and gone!! It's time for a new 2021 Thursday Cruise Night Season!!! We are a NYS Covid Compliant and Safe Event!!! Every Thursday. Weekly Cruiser Awards. Music by Rockin Rick. Hot dogs, Joey's Pizza, Sausage.

01	Tom Stewart	09	Patty Spinelli
04	Sue Smith	10	Karen Martin
05	Charlie Bauder	10	Martin Schutt
05	Chris Dear	19	Nancy Wiley
05	Cheryl Klingensmith	22	Bill Fortino
06	Tom Smith	24	Bill Wheeler
07	Anita Bennett	25	Janet Sharp

04	Dick & Betty Steeb	1948	73
05	Bill & Grace Boudway	1964	57

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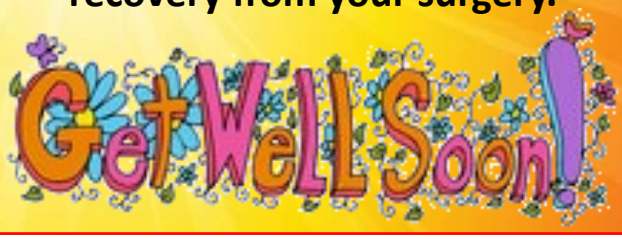
www.i-van.org/barrett.htm

Sunshine Report

Don Hosenfeld is home from the hospital. We hope you are feeling better and have a quick recovery.

Sandy DeGroff was in the hospital. Wishing you a full and speedy recovery from your surgery.



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Condolences for Nancy Wiley and her family on the passing of her husband, Art Wiley on August 10, 2021. Art had a Model A Four Door which he enjoyed.

1938 Lincoln Zephyr 4-Door Convertible *by Paul Kron*

I first saw the car in 1952 on Delaware Avenue in Buffalo, NY. It was at the pumps in a Texaco gas station. I approached the owner of the station to obtain the name and address of the vehicle owner. All I could learn from him was that the car was from Clarence, NY. I had my father take me to Clarence to a Texaco station on the main street so I could inquire about the car. The station owner said he was not aware of such a vehicle. My conclusion was that the owner of the car only used Texaco in Buffalo and must have a different garage in this area.

In 1954 I traveled to Clarence by school bus for a concert with the East Aurora School Orchestra. The concert was in the Clarence High School across the street from the Texaco station. Next to the garage sat the 1938 Lincoln Zephyr 4-door convertible with the top down. It had not moved in several months.

I had a friend take me to Clarence to see the owner of the garage where the car sat. When asked about the car and our prior meeting he said, "Oh, that 1938 Lincoln Convertible." He apparently played dumb two years earlier because he wanted the car.

I left my name and number with him so he could call me if he ever wanted to sell the car. A call came from him (Jim) in 1955 about the car. He had lost the station and was living in Buffalo on Delaware Ave. within a block of where I first saw the car. Again the same friend gave me a ride into Buffalo to see the owner. He was in financial trouble and was willing to sell the car at a fraction of what he paid for it. Of course he bought a running car and was now selling a car full of leaves with wet seats, floor rugs, top and dashboard. His only request was that I restore the car and drive it. He wanted a call when it was done. The car was stored for 20 years before I had time and resources to do the restoration. Every nut and bolt was removed to totally dismantle the vehicle. The frame with attached body was put on a rotisserie, and was

Continued on page 7

Continued from page 6

1938 Lincoln Zephyr 4-Door Convertible *by Paul Kron*

stripped, primed, and painted. There were no holes in the body, floor pan, or fenders. All were used in the final assemble.

The only chassis changes were the installation of a Columbia 2 speed rear axle, hydraulic brakes, and a duel brake master cylinder. Under the hood I installed modern coils, a modern oil filter, an increased capacity oil pump, and an alternator. All changes are reversible and only made to make the car usable and dependable for tours.

The interior is also very close to original. From the factory the rear seat didn't have the usual buttons in the cushion or back. The front had buttons in both. I installed the buttons in front and back as shown in the factory photos I have found. I also lined the interior of the top in the rear seat as mine came from the factory this way. Some documentation showed an unlined rear seat top.

Because of my busy schedule the car has had little use. Less than 2000 miles in 35 years. The restoration took 10 years. The car has seen many weddings; I have driven in some of them and friends have borrowed it for others. It may travel to Saratoga Springs this year for the Glidden Tour.

Overall it is a very nice car to drive. Contrary to popular belief it starts instantly, hot or cold, uses no oil, and little gas. There are many rumors about these V-12s but I have had no trouble with this one or my 1941 Coupe.

I did call Jim when the car was first put on the road. He was very happy to get the info. Unfortunately he passed away without ever getting a ride.

I believe that less than 400 Lincoln Zephyr 4-door convertibles were built in 1937, 8 and 9. This would make the car very rare. The specs are 267.3 cu in. displacement, 110 hp. 3 speed trans with synchro in high and second. A Columbia 2-speed rear end. Tires are 7:00X16.

A LONG HAUL.....800 MILES *by Stan Smith, Oak Hall, PA*

It was during the 1960's that my passion for the French front wheel drive Citroen began. I had a few that were bought used from Penn State professors who had brought them back to State College from Europe. One of my first Citroens was the air cooled two-cylinder model that was called the 2CV. When I read an advertisement in CARS & PARTS news magazine that there was a 2CV Truckette which was the Station Wagon version of the Sedan I had been driving for a number of years. I had to buy it, at $99 I couldn't pass it up.

But the only problem was that the 2CV was in Paragould, Arkansas which was over 800 miles away. The owner told me that he had put new tires on it and the distance should not be a problem. So I bought a ticket to fly to meet the owner at a nearby airport and when we arrived at his home I began to wonder what did I get myself into.

A trial drive around the block convinced me that no way would this wore out machine could get me back home. When I mentioned my concern the gentleman said he has another Citroen in which he had replaced the engine. It was the larger 4-cylinder model called the DS that made use of a hydraulic suspension. "For $300 you can have them both and just tow the 2CV home" was his suggestion. There was one problem, neither of us had a tow bar and if we did there really was no way to hook one up since both vehicles had independent suspension. After much thought we came up with a solution.

We decided to use a heavy-duty chain to interconnect the bumpers of the cars together and to minimize the scruffing effect of the front wheels of the 2CV was to first lower the DS all the way that the hydraulic suspension would allow. In that position it would allow the DS's rear bumper to fit under the front bumper of the 2CV. Then the two were lashed together. When the DS was raised to its normal height the 2CV virtually had its front wheels off the ground.

The gentleman was so happy to see me leave, and my $300, he offered to let me use his Arkansas license plate. "Just be sure to mail it back to him", were his last words.

I left just as it was getting dark, which meant I'd be driving all night. That actually was a good move since the highway police folk would have a hard time noticing this crazy land train of vehicles speeding home to Pennsylvania!

By mid-morning the next day I was past Pittsburgh and made it to State College by 2 PM, after having overheating ignition coils causing loss of power. Once home I realized that I was a lucky person to have made the trip without any incident and to start using a trailer for bringing home any future treasure. Plus think twice before going a third of the way across USA for it.

This article was submitted by Bill Boudway. Stan is a long-time friend in Bill's antique auto "family".

Stan is the publisher of the book "The Eight Cylinder duPont.

I would love to have our club members share their ***Getting My Car Home*** *adventures in a future Brass Lamp issue. Send them to Jkeenan1313@hotmail.com.*

MYSTERY TOUR 2021

SUNDAY, September 19, 2021

Please meet at between 9:30AM and 10AM in the parking lot of the Piano Works Mall in East Rochester (on Commercial Street) near the chimney. We will start out about 10:15 AM.

Bring: An old car with a full tank of gas
Your most recent prescription glasses
A cell phone in case you get lost
Comfortable shoes – some walking
And a sandwich if you need to eat

There will be an opportunity to stop for ice cream or fast food.

----------**Please Return Bottom Portion**----------

A head count is required.

Please send reservations by September 15th to:

R. & S. DeGroff, 70 Eileen Drive, Rochester, NY 14616

Or email: ronsandy60@gmail.com

Yes! We'd like to go on the 2021 GVACS Mystery Tour

Name(s) _____

Phone No. _____

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"

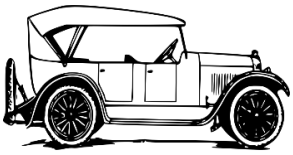
1:30 PM – Leave "The SWITZ" FOR Finger Lakes Boat Museum

1:45 PM – Arrive @ Finger Lakes Boat Museum

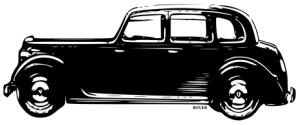
3:45 PM – Leave Finger Lakes Boat Museum for return home

***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:

Jerry Kier, 1147 Penfield Center Road, Penfield,NY 14526

Yes, I/we plan to attend.

Name(s) _____

Amount: $6 per person X ___ (number of people) = Total $_____

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New wheels and w/w radial tires.
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12 volt electric system
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Licensed and on the road
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Ron DeGroff
(585) 621-4312

ronsandy60@gmail.com

The Car That Saved a Company - The 1949 Ford

A Murray Stahl Muse

It's no exaggeration to note that the 1949 Ford was the automaker's most important new product since the Model T. Company founder Henry Ford had passed away in 1947 with his greatest triumphs well behind him, the Model T, the Model A, the 1932 V8. In his final years the company simply drifted, without solid leadership in business or engineering; Ford was more than a full decade behind its competitors in adopting Hydraulic Brakes.

When the all-new '49 Fords were introduced in June of 1948, the company was desperately in need of fresh product. The previous 1941-48 Fords, with their high-water body designs and stagecoach suspension, were obsolete the day they were introduced. The automaker rose to the challenge with the freshest styling from the Motor City for '49.

The new 49- Ford sported a pure envelope body, with nary a hint of protruding fender or running board, the '49 has been nicknamed the Shoebox Ford, a tag that seems unfair today. While a bit slab-sided, the design holds up well for its time. Of course, the signifying feature is the large bullet or spinner in the center of the grille; Studebaker copied it in 1951 but rumors at the time had Ford copying the entire Slab-side body of the 48 Studebaker, who knows?

Though the '49s were plagued with development problems, including dust and water leaks, doors that sagged and an entire suite of squeaks and rattles, with faulty front suspension geometry, still, the car was a big hit with the public with one million units sold. It was Ford's biggest production year since 1930, and the company's future was now secure under the leadership of 32 -year-old Henry Ford II, grandson of the founder. It's of note that Ford's lack of leadership during the war led President Roosevelt to pluck Henry-II out of the Navy to manage the Ford Industries. The War Department arranged for Henry Ford II's release from the Navy in the hope he would return to Dearborn to take control of the family business. (News reports at the time suggested that one alternative being considered was for the government to place Ford under the control of another car manufacturer for the duration of the war.) Gaining control wasn't easy, but by April 1944, young Ford had been elected executive vice president.

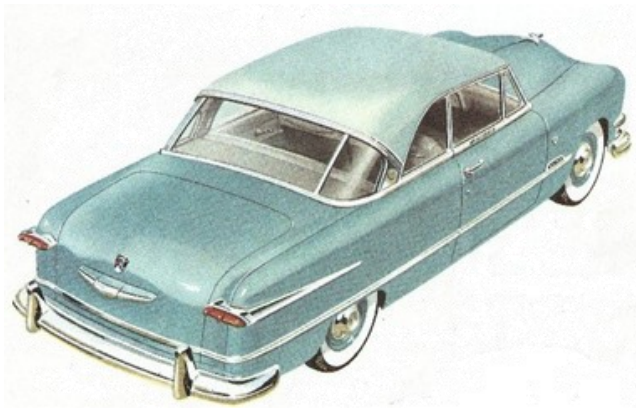
(continued on page 13)

The Car That Saved a Company - The 1949 Ford

A Murray Stahl Muse

There was a crisis at Ford when Henry Ford II took over, the company simply had no infrastructure. What middle management there was had been fired or quit. Ford soon realized he was in over his head and needed help almost everywhere. He hired the "Whiz Kids," Tex Thornton's cadre of former Army Air Force officers, to begin instituting their brand of financial controls. To teach him how to run the company, HF-II persuaded Ernest R. Breech to leave General Motors's Bendix Division and bring his years of experience in the automobile business to Ford as executive vice president. Breech, in turn, brought many GM executives with him, including Harold Youngren, who became Ford's new chief engineer.

Just as the new Fords were introduced General Motors upended the entire industry with a Pillarless-Hardtop-Convertible, a game changing leap forward for Automotive styling that caught everyone napping. Alas, the new design Ford framing wasn't robust enough to allow Ford to offer a "Hardtop" model. Ford now had to somehow compete with the new Chevrolet Bel Air. For 1950, Ford addressed the '49's numerous first-year bugs, proclaiming the revised models "50 ways new" and "50 ways finer." However, the '49 and '50 are nearly identical in appearance from middle distance, the door sag problem was remedied.



The It was also in 1950 that Ford introduced the Crestliner, a Custom Deluxe Tudor post with special "Color Sweep" chrome trim, two-tone paint, and equally flashy, matching interior in matching two-tone colors that tended to draw the "eye" away from the thick, center pillar. Fender skirts and a padded vinyl top were standard. Around 9,000 Crestliners were produced, compared to over 76,000 Bel Airs, advantage Chevrolet.

It was not until 1951 that Ford could market a "real" hardtop. For the new body style, Ford revived the Victoria name, last used in 1934 on the automaker's sporty close-coupled sedan. The Victoria, Crestliner, and Convertible were offered only with the 239 CID flathead V8, while the rest of the line could be had with the V8 or a 226 CID in-line six. The Considerable body engineering required on the 1951 Victoria Hardtop was accomplished by the designer of the famed Cord 810/812, Gordon Buehrig. His managing to incorporate a large 3-piece rear window into his Hardtop conversion gave the shoebox a new design look, quite a hat-trick in a very limited time frame but you have to wonder why they put this gigantic effort into introducing a Hardtop when the all-new 1952 body was already in design. No-matter, The Good Ship FORD had been righted.

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).

<u>The Awards and their criteria are described below.</u>

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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AACA Crowns Car of the Year at its 2021 Grand Nationals

A team of AACA Senior Master Judges along with four industry guest judges spent a day evaluating all the vehicles for accuracy, precision and authenticity of restoration. Guest judges included Angelo Van Bogart *(*editor of *Old Cars).* Stephen Murphy (curator for the Drieshaus Collection), Richard Lenthinello *(*publisher of *Crankshaft)* and Graham Kozak of RM Sotherby's.

When the team convened after evaluating the field, the **1917 Locomobile 48 Sportif Victoria by Farnham-Nelson owned by John McAlpin of Naples, NY, was crowned the 2021 Zenith Award winner.** This car is believed to have been built for the Leggett Family (of Rexall Drug fame) and was delivered to their estate in Newport, RI. The exterior colors of the Locomobile match those used on Rexall Drug signs. The runner-up was a rare 1930 Ruxton Model C by Rauch & Lang owned by Cal & Dave High from Willow Street, PA. The Ruxton was America's first front-drive automobile.

"Despite tough competition from each of the vehicles nominated, the Locomobile exemplified the Zenith Award as the finest restoration of the year and will wear that title well. The competing cars and owners were first-class - a real testament to the fine spirit of the hobby," stated **Tom Cox, AACA Board VP and the originator of the Zenith program.**

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: _____

Special details: _____

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

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AACA National Calendar and Other Events

September 2021

9-11, 2021 - Southeastern Fall Nationals
Greenville, SC - SC Region - 717-534-1910

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

11-16, 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

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

Secretary's Report - JULY 2021

Our members have been kept busy with invites to car displays in various living facilities in the Rochester area. We always enjoy bringing smiles to residents faces and listening to their stories about their old car experiences. GVACS members always support these requests for car displays.

In October, our 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 annual meeting to regarding proposed revisions to our by-laws.

The GVACS Board met on August 25th. The Secretary's summary will be published in a forthcoming issue.

Secretary

Nancy P. Huffman

Nancy Huffman

For Sale

1931 Chevrolet Independence 5-window coupe.

Serial # 12AE34194 - Mileage 29,715.
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Serge blue/black body, cream medium wheels.
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GVACS Activities Calendar Updated July 13, 2021

Dates 2021	Activity/Event/Speaker	Organizer/Hosts
	Summer Picnic 1:00 PM Foreman Park White House Pavilion 4507 Lake Road, Pultneyville, NY	Joe Kozloski & Linda Perkins
	Meet between 9:30 and 10 AM in the parking lot of the Piano Works Mall in East Rochester (on Commercial St.) near the chimney. We will start out about 10:15 AM.	Ron DeGroff & Nick Ferrante
	October 13, 2021 GVACS Fall Day Trip Glenn Curtiss Museum and Finger Lakes Boat Museum Hammondsport, NY	Jim Day & Jerry Kier
	November 12, 2021 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	Ron DeGroff & Nick Ferrante
	Holiday 1PM Shadow Lake Golf and Racquet Club	Jerry and Nancy Huffman

Dates	Activity/Event/Speaker	Organizer/Host
January 2022	No Event This Month	
February 2022	?Winter Picnic?	Need Vol./Org./Host

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