



The BRASS LAMP

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Rochester, New York

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A Message From Your President

Don Dear



Winter is definitely here! The cars are tucked away for a long winter's nap. But, the fun does not stop. Check the updated activity events and mark your calendars now.

The February "South" picnic is all set for Sunday, February 2nd. Marge Thurley is looking forward to hosting. RSVP, please. The February "North" event on Sunday, February 9th (Super Bowl day) is a picnic/game day. There will be great food, fun games and lots of laughs.

Cartwright's Pancake run is next up in March! A favorite

outing! Love the buck-wheat pancakes and real maple syrup! They are open for just a couple months a year, so do not miss this.

Thank you to all who have volunteered to host events this year! We have a couple opportunities left for hosting. Contact a Board member to sign up. New ideas and activities are welcome.

Be safe on the roads and keep warm! We are having a typical Rochester winter.

Enjoy the ride!

Don

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Happy Birthday



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



- | | | |
|--------------------------|------|----|
| 07 Randy & Maureen Clark | 1970 | 55 |
| 08 Jerry & Nancy Huffman | 1974 | 51 |
| 19 Bob & Dot Gaylord | 1966 | 59 |

Trivia Question

The first compulsory car insurance program was introduced with the Road Traffic Act 1930 in what country?

Answer: United Kingdom



Our Deepest Sympathy

The GVACS' family would like to send their condolences to Murray Stahl and his family with the passing of his wife Joanne on January 6, 2025. Joanne was a longtime GVACS member. Joanne will be sadly missed.

Family and friends are invited to her Celebration of Life on Saturday February 1, 2025 from 1 pm - 5pm, with Sharing of Memories at 3 pm at Chef's Party House, 1875 N. Union Street, Spencerport, NY 14559.



Welcome Charles (Chuck) and Linda DePoint To GVACS!

Chuck and Linda are the proud owners of a 1937 Chevy Master Coach, a 1962 Chevy Pickup and a 1986 Chevy Corvette. They are also members of the Oneida Lake Region AACAA (OLR AACAA). In addition to antique auto interests, this couple are also bee keepers, a sweet hobby indeed!

Chuck and Linda live at 3095 Marion Road, Palmyra and can be reached via phone 315-297-7476 or email chuckdepoint@gmail.com.

We look forward to meeting Chuck and Linda at our next Cars 'n Coffee or at one of our events.

My First Sports Car

A Murray Stahl Muse

It was 1976 when the convertible bug bit me; I had three kids and had been married for 17 years. My first order of business was to somehow cajole my wife that I wasn't completely off my rocker. You see there was a past history of inappropriate family cars to overcome. Our first car had been a Hillman Minx barely big enough to carry two people and a bag of groceries. That was followed by a couple of MG 1100s and a Lilliputian Morris Minor. Next to these cars the Chevette was a trailer truck. In my wife's view squeezing my 6'3" frame into one of these little bantam-weight cars was just silly and why couldn't we just get a "normal" car? I'm sure her opinion was colored by all these vehicles being the dreaded "standard shift." The story of her taking her driving test, 8 months pregnant, working the clutch in the Hillman had become her never ending saga of deprivation easily eclipsing her "how tough was the birth" stories. This wouldn't be easy, I needed a plan or as the Brits call it, a bloody scheme.

A Sprite Rally

Our best friends put continual pressure on me by owning station wagons; big lumbering behemoth "Country Squires." I knew my wife coveted one of these because she told me every chance she had. Maybe my opportunity for a convertible lay in compromise, hey, a new concept!

As these things happened, a coworker, yet another station wagon guy, told me about what he described as a "sporty wagon." Normally I would laugh and tell him that a sporty station wagon was an oxymoron like "honest politician"; but then there was that little convertible in the back of my brain; this could work.



"it's easy, lady...just follow the oil leaks!"

The sporty wagon in question turned out to be a big, year old,

two-tone brown Chrysler replete with a Hemi 440 and every option known to man except for a hinge in the middle for turns. My wife swooned; just walking around the thing she could see the kids bouncing around in the back while we glided down the road in serene comfort as the big wagon shifted all by itself.

The wagon came first and that allowed me to remind her that I did this for her, not my kind of car. I owned that wagon for five years and hated every minute of it. It was like piloting a tug boat. The straight line performance was great but getting the sheer mass of vehicle around a corner was like trying to dock a boat without slowing down. She wallowed around a bend as you slid around on the slippery leather seat. I had made a great sacrifice for my convertible.

Wifey was so elated with this moving living room that she readily agreed to an inexpensive convertible. Within the week, I owned a 64 Austin Healy Sprite resplendent in British racing green with a black interior. I was glad to be somewhat young as you didn't just get in it, you pulled it up onto you, like a pair of socks.



My First Sports Car

A Murray Stahl Muse

It sported a 46HP engine with twin SU carburetion. The SUs were always out of sync and it took two people and 8 pages of instruction to adjust them. The four speed transmission was mostly a delight except that for some reason third gear required double-clutching.

*Note the wipers don't park
and the Bonnet badge has fallen off*

Up to now I thought I knew all about the idiosyncrasies of "English Cars." After all, after owning a couple MGs, I knew that even when new you carried extra generators, fan belts and regulators. What I didn't know was that the term British Sports Car defined an odd collection of cobbled up parts, poorly assembled to resemble a car; it could easily have qualified for a salvage title.

The pluses of the Sprite were that it cornered like it was on rails. The little 4-banger had an operatic sound as you shifted through the gears. Top down motoring was pure bliss on back roads. The unfortunate downside of side road motoring was that you were farther away from a tow truck rescue.

I loved this car but it certainly had an eccentricity about it. The heater controls were under the bonnet (hood), changing the temp required stopping the car and opening the hood. All lights and gauges worked sporadically at best. It gave you a great sensation of speed because you were only about 4 inches off the road in a vehicle so small that being in any kind of traffic was intimidating. It was a tinkerer's delight with the owner's



manual listing 25+ maintenance tasks every couple of hundred miles. It was folly to go around the block without a tool box. Oil leaks and hot parts conspired to fill the Sprite with machine shop type odor; any rain and the inside was wet and clammy, Joanne no longer felt that she looked good in this car.

Within the first month the throw-out bearing disintegrated entirely. This was the little green Sprites first flatbed ride. I thought it odd that our little town had a repair shop that pretty much specialized in Sprite's and Midgets. Many bucks later I knew why. My Sprite had a graphite throwout bearing with a useful life of about 5,000 miles if you shifted to neutral quickly at every stop. This was bad but the Sprite's underside was mostly encased with a steel belly pan to add a little body stability to a frame not originally designed for a convertible. To change the throwout required pulling the engine and tranny. I became adept at yanking the little 4-banger and snaking my hands through the baffles.

I won't go into the intricacies of "Lucas Electrics" except to explain that the Brits drink warm beer solely because Lucas makes their fridges. I owned the Sprite for 6 years and don't think I ever went 50 miles without a repair of some kind. It became a challenge to make it reliable enough to take through the city to work.

My Austin Healy Sprite was a comic parody of a Sports Car yet I loved it as you would a crippled up, lame, old blind dog. I sold it to get an old four door Hudson so we could attend GVACS tours with the entire family. The Sprite was wildly unreliable but it had character and I was sorry to see it go. It was a Love / Hate relationship.

Postscript:

While I had fun with the Sprite it was my fourth and last English car. My next convertible was a Chevelle that I owned over 38 years with pretty close to no repairs at all. Recently when considering another Sports Car I thought back to that little Green Sprite and the reflection made me smile but I decided I was too old to repair a car every time I left the house. Instead, I bought a Corvette roadster but sometimes as I'm falling asleep, I think fondly about that Sprite.



Editor's note: I found this article in the archives. I want to dedicate it in Joanne's memory.

GVACS "South" Winter Picnic Sunday, February 2nd at Noon



Marge Thurley will be hosting a winter picnic for those in sunny Florida. We will gather at her son's home at 217 Rotonda Blvd North, Rotonda West, Florida 33947. Please let Marge know if you will be in Florida and are interested in coming to the picnic.

Please bring your drink and a dish to pass. Marge will have hamburgers. She has plenty of chairs, a heated pool and a hot tub. Looking forward to fun in the sun! Marge can be reached at 585-506-2486 or email @ pmthurley@yahoo.com.

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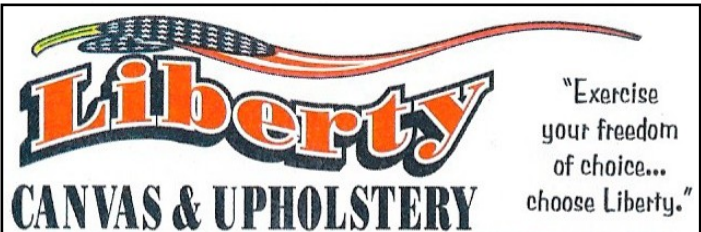
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Cars & Coffee



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@ 9:00 AM**

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See You There!

GVACS WINTER PICNIC

SAVE THE DATE

FEBRUARY 9, 2025

Game Day

At Boetcher Lodge

**Pineway Ponds Park, Park Road (Rte. 259)
Spencerport, NY 14559**

Starts at 12 noon and we will eat at 1 pm

**We will be having Potluck for our picnic this year.
Bring your favorite casserole for your dish to pass.**

**We will supply coffee, tea,
hot chocolate and dessert.**

Also bring your own table service and drinks.

After we eat, we will play our favorite games.

**If you have a special game you like to play,
bring it with you!**

**If you want to play *Left, Right, Center*,
bring your quarters!**

For Reservations Call or Email:

**Sue Smith before February 2nd
585-410-5884 or Email: suziesgarden@aol.com**

**Hosted by:
Tom & Sue Smith, Bob & Judy Keenan, Linda Hosenfeld**

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March 26th @ 8:45am

Join us for our 12th Annual Pancake Outing to

Cartwright's Maple Tree Inn

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We will meet at 8:45 am in the Lowe's parking lot on
Hylan Drive by Marketplace Mall.

For Reservations Call or Email by March 21st:

Judy Keenan @ (585) 414-5358
or Email: Jkeenan1313.jk@gmail.com

THE BRASS LAMP - FEBRUARY 2025

GVACS Activities Calendar Updated January 20, 2024

Dates 2025	Activity/Event/Speaker	Organizer/Hosts	
February 9, 2025	Game Night, Boetcher Lodge Pineway Ponds Park, Park Rd. (Rte 259) Spencerport, NY	Tom & Sue Smith Bob & Judy Keenan & Linda Hosenfeld	
	March 26, 2025	Pancake Run	Bob & Judy Keenan
April 2025 Date TBD	? Topic/Speaker: ?	Need Volunteer Organizer/Hosts	
	May 10, 2025 Tentative Date	Dust 'em Off Outing	Nancy & Jerry Huffman
	June 2025 Date TBD	Ice Cream Social	Brian & Mary Moon
July 12, 2025	National Car Collector Appreciation Day Pat & Evelyn Lloyd's Home 214 Hamlin Parma Townline Road Hilton, NY 14468	Pat & Evelyn Lloyd	
August 2025 - Date TBD	Summer Picnic Foreman Park - White House Pavilion 4507 Lake Rd., Pultneyville, NY	Joe Kozloski & Linda Perkins	
September 2025 - Date TBD	Colonial Belle Boat Trip	Marge Thurley	
October 2025 Date TBD	Erie Canal Tour	Jim Day	
November 2025 Date TBD	Annual Mtg & Election of Officers	Bob & Judy Keenan	
December 2025 Date TBD	? Christmas Party ?	Need Volunteer Organizer/Hosts	

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♥ happy ♥
Valentine's
♥ day ♥

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Celebrating Our 75th Year!



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