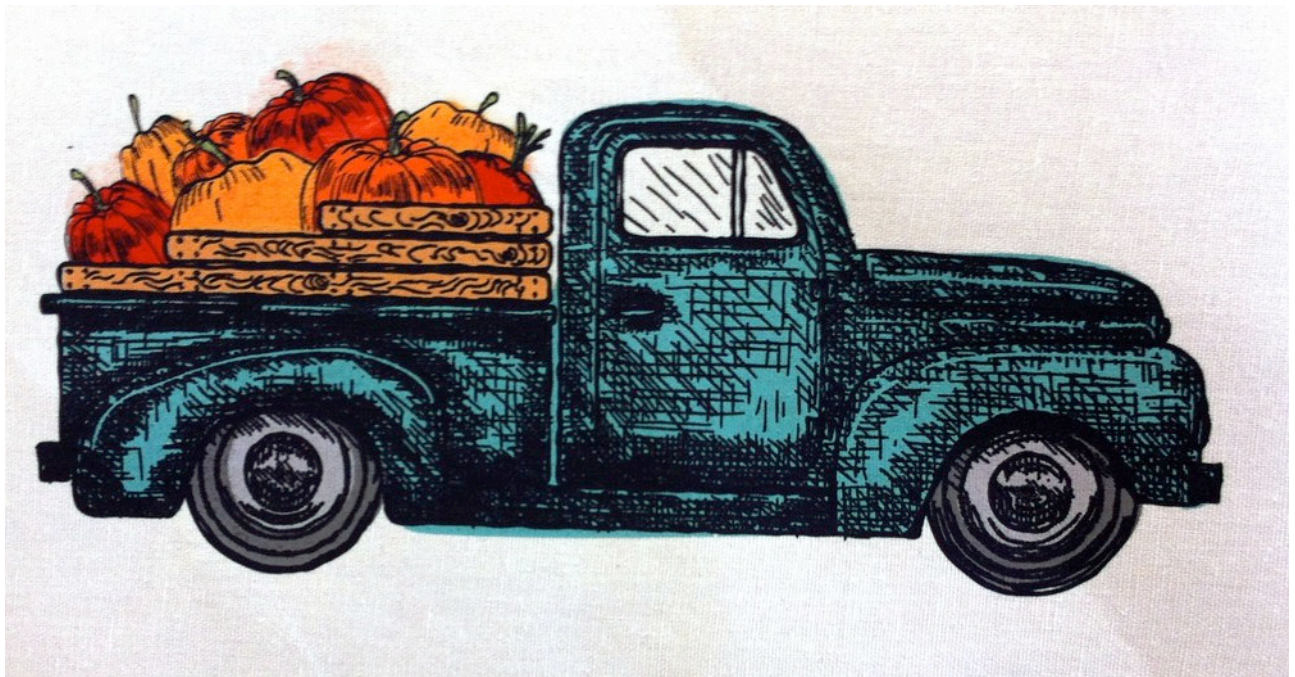


THE GREYHOUND EXPRESS



NEWSLETTER OF THE WESTERN NEW YORK REGIONAL GROUP NO. 3
— *Chartered February 1966* —

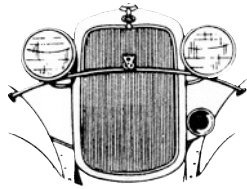
OCTOBER 2019 Vol. 54 No. 10



**PREVIEW OF OUR
NOVEMBER EVENT.
SEE PAGE 4
(NO OCTOBER EVENT)**

PRESIDENT'S MESSAGE

"Winterleaf Brown"



September is winding down and I'm furiously struggling to finish the main color on the Deuce five-window coupe. It's colder now at night and appropriately I'm spraying Winterleaf Brown light for the major body color and Winterleaf Brown dark for the mouldings. I'm sanding the paint smooth with 1000, 1500, and 2000 grit wet/or dry paper and buffing it to a gloss. This is truly fun, but it's not as easy as Al LaChausse made it look. It's time to freshen up my inventory list of the many parts which make up the details of the body. I wish Roy Nacewicz was still around. Don't put off buying parts. Appreciate those suppliers. Don't take them for granted.

Seeing the leaves cover the grass and apples ready for my pies; this all tells me it's time for the trek to Hershey. It's a grand time, but there is much to do. I took the cap off "Old Blue" and put it on the new-to-me white pick up. I've developed a pile of camping gear with all my flea market supplies in totes, in my many years as a vendor. Don't forget to stop by the Early Ford V-8 Club spot near Dennis Carpenter's as well as the Foundation trailer where you can find those elusive parts and help out the museum. Don't miss the yearly Pennsylvania grande finale with all our friends, cars, and camaraderie.

On September 17th we had the Board of Directors meeting at Pat and Margaret McFarlane's home, This was the debut of Pat's beautiful Brewster Green '32 Roadster and what a beauty it is. Pat never would settle for anything but excellence on this car. We've all been waiting a long time, but this ride is a masterpiece.

After Hershey, in case you've forgotten about culinary presentation and you want to practice cooking and eating before Thanksgiving, come to our Food Presentation/ Discussion at the Gates Library on November 9th. I know, you didn't know this was a kitchen club, but keep an open mind and experience the history of certain foods. Believe it or not, eating has always been a big part of most of our travel adventures.

Thanks, Mark



Pumpkins Mean Halloween!



And thanks to **Fred & Dave Killian**, we have a Halloween Story for you! See page 3.

You'll find a preview of our special event on November 9th on page 4. Attendance for this event is limited, so lock in the date and send in your reservation pronto!

Once again, Don Quant has sent us an interesting story. It's on page 6.

Grandpa Dan Killecut updates us on his and Ellen's grandson, Jack on page 7.

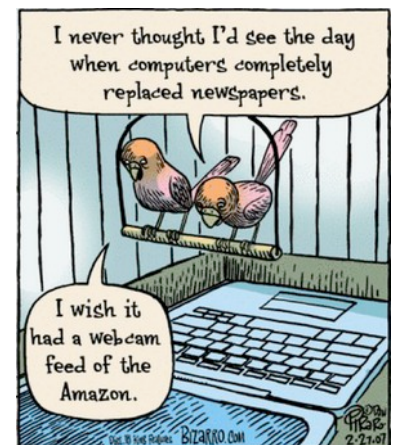
Do you know who **Blanche Stuart Scott** is? We didn't either until we got a call from Gerry Markham. Read her fascinating story on page. 9

Recipes and household hints are great, but this month on the **Ladies Page**, we substituted a quiz we saw in a magazine in a doctor's office. (No, we didn't steal the magazine or tear out the page—we took a photo of it!) It's all about song lyrics and their titles. See it on page 10.

Lots of other goodies too: A Birthday, a ThankYou letter, a "running" display engine, a Studebaker post card (huh?), news of the discontinuation of a reproduction Ford body, Want ads, etc.

Lots to read before you line the bird cage with this issue!

—Frank



HALLOWEEN IN THE 1930'S

By Fred & Dave Killian

Our great Uncle Howard had a farm on Whitehaven Road on Grand Island, New York. The farm had actually been his wife's parent's farm. Her parents lived in a house at the far end of the farm. I can remember as a young boy riding my bike up Whitehaven Road with my friend Jimmy and my cousin Ricky to the Plaza at the center of the Island. We would ride past my Uncle's farm and his in-laws house.

His in-laws owned a 1946 Mercury Sedan Coupe maroon in color. I always hoped it would be parked outside in front of their small one car garage. Sometimes we would see it coming down the road towards us. This would have been during the early 1960's. I really did like this car and had hoped to maybe one day be able to buy it when I was older if it was ever for sale. Then one day in the late 1960's the car was parked behind the garage. Then about a year later it was gone, never to be seen again.

Now to the story about a Halloween in the late 1930's. Our great Uncle Howard had two children in which Nan was the oldest and a son Howard nicknamed Skip. Our dad, his cousins and friends were at his Uncle Howard's farm. They were talking about all of the tricks that they were going to play and on who on Halloween which was coming up in a few days. Uncle Howard overheard what they were up to. So Uncle Howard told the group that there was no way any group of young kids could pull any tricks on him. That he was too smart for anyone to be able to pull a trick over on him.

Uncle Howard kept his 1936 Ford pickup in his garage with the key in the on-off switch. So late on Halloween night, way after Uncle Howard had gone to bed my dad, some cousins and friends walked up to Uncle Howard's farm. The garage door was never locked so they opened the garage door. Once in the garage they turned the key to unlock the steering wheel on the 1936 Ford pickup. With one of them sitting in the drivers seat they then pushed the truck out of the garage, down the driveway, and out onto the road. They pushed the truck all the way down to the in-laws house. Now feeling that they were a safe distance away they started the truck. All of them got into the truck and drove off to pick up some wood planks: They put the wood planks into the bed of the pickup and drove to St. Stephens church on Baseline road. There is a cemetery behind the church and off to one side. You can see the cemetery from the road. Once they got to the cemetery they took the wood planks out of the truck. They placed two planks on top of four gravestones that were about the same height. Then they used the rest of the planks to build a ramp. Then they drove the truck up on top of the four

gravestones. Then they took the ramp down and took the planks with them.

The next morning Nan was riding the school bus to school. She was looking out the window as the bus was traveling by St. Stephens church. All of a sudden she yelled out loud, that is my dad's truck on those gravestones.

Dave and I don't know when Uncle Howard knew that his truck was missing. How he found out where it was or how he got it down and if anyone had helped him. We do know that he never forgave them and stayed mad about it the rest of his life. I can remember hearing the story at family reunions over many years. But only when Uncle Howard was not close enough to overhear it.

Uncle Howard owned many Fords over his lifetime. He often talked about his Model T Ford roadster. That had a turtle back that could be unbolted and removed and a

pickup bed could be bolted on. He had a 1934 Ford that he used the frame to make a hay wagon out of. He also owned a 1936 Ford pickup, 1937 Ford Deluxe sedan, 1950 Ford Custom fordor sedan and Ford tractors. After the 1950 Ford he had Studebaker pickup trucks.

In the 1960's Uncle Howard sold the 1934 Ford frame to Bud Link. Bud was building a 1934 Ford fordor sedan street rod. The body and fenders were in good shape but the

frame was badly rusted out. I can remember seeing this car at the Clutch Artist Auto Rama at the Masten Ave. Armory in Buffalo, New York. His car was also in one of the hot rod magazines. He would display the magazine with his car at the Auto Rama. A few years later he bought a 1934 Ford convertible hot rod. This car had no fenders, running boards, hood or a top. I can remember him driving this car in the summer by our house on West River.

Starting in 1960 my dad would take my friend Jimmy and me to the Clutch Artist Auto Rama. Jimmy and I always looked forward to going to this show all during the 1960's. We both were a couple of car crazy kids. We started out by playing with cars and trucks in the sandboxes in our backyards. Then building model cars and racing HO scale cars on his racetrack in his basement in the winter. Then onto having and driving field cars in our early teens. Jimmy later on bought and ran a Texaco gas station. Years later he sold the gas station and moved to Florida. He then got a job at a Chevrolet dealership as a service manager.

I can remember going to Uncle Howard's farm in the late 1970's and picking up hay and straw for Marianne's sisters horse. My father-in-law had told me that the horse seemed to like the hay from Uncle Howard's farm the best of any hay he bought from other farms. When I told Uncle Howard this he told me that was because his hay had clover mixed in it. At the time of his death Uncle Howard had one of the last working farms on Grand Island.



A SPECIAL EVENT

On Saturday, November 9th

we'll be entertained and educated by **Chef Jeffory McLean**, the Culinary Education Manager at the New York Wine & Culinary Center. He's often interviewed on a local podcast called "*Food About Town*" hosted by Chris Lindstrom.



This all takes place **Saturday, Nov. 9th** at the **Gates Library, 902 Elm-grove Rd.** in **Rochester**. The time is **10:00 AM**. Chef's presentation will take out **2 hours**.

We'd love this to be a great turnout for this unusual event. We think the men will love it just as much as the ladies!

Chef Jeffory (also known as 'Cheffory') will lecture us (in a good way!) His presentation will focus on two different subjects:

- **The Availability of the Automobile and the increased popularity of family picnics.**
- **Depression Era Cooking**

There will be historically relevant dishes prepared and served to attendees on these two topics.

But you need to make reservations. There is a LIMIT of 25 people for this event.

Please mail a check for \$5.00 per person made out to **WNYRG** to:

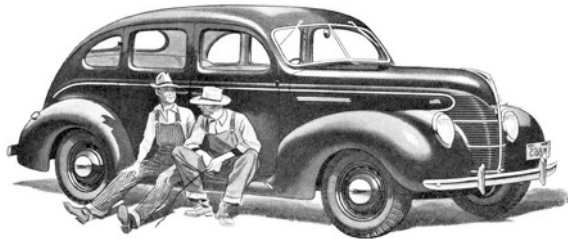
**Frank Scheidt, 1031 W. Sweden Rd.,
Brockport, NY 14420**

Also, CALL ME at 585-451-2186 if you want to attend in case your check doesn't reach me in time.

Reservations MUST be in by November 4th. No Exceptions!



Heard on the Running Board



"I hear we got a nice 'Thank You' card from the Central National Meet"



Dear EFV8 CNM Donor,
On behalf of Ohio RG 141,
Indianapolis RG 56 and Auburn Blue
Ovals RG 169, we would
like to thank you for your generous
donation for our People's Choice

Raffle at the Central National Meet in Auburn,
Indiana.

Shirley Stauffer
Central National Meet Raffle Committee

(Our club donated Gift Certificats to Joe's Antique Auto
& Dennis Carpenter)



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LAST CHANCE TO ORDER! Only Two Left!



Reg \$15,449.95
NOW \$11,950⁰⁰ Plus Shipping

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Ask For **Doug Tom**
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Dennis Carpenter is discontinuing their 1940 Ford Coupe Body. Got this notice emailed to us. Only 2 left! Price dropped \$3500.



Hey Frank,

Check out this post card announcing the new 1940 Studebakers. Apparently they were on display or in some drive around advertising promotion. Look what was providing the traffic protection. (Heck, it's a 1939 FORD!)

—Bob Snyder

Another display engine

I had noticed an article referring to a display engine in the US being run with one head removal and the demonstration being a real crowd pleaser.

At our 2018 National Meet our own Mark Seidel demonstrated his display engine running with one head removed.

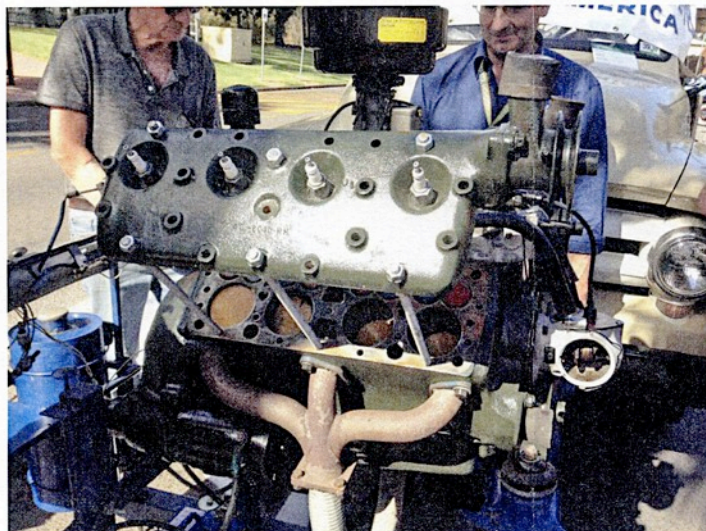
This engine had the removed head set high with spark plugs intact so the uninitiated understood, the head studs removed for an uninterrupted view of the pistons and valves which were painted in colours so as to identify what was what.

The diver's bell distributor had the same side cap and plate removed so as to see the workings within.

This exhibit at our National Meet was also a highlight keeping the assembled crowd amazed at how the pistons and valves are just a blur at reasonably lower RPM.

One wonders what the internals of a F1 race engine looks like at maximum RPM!

Graham



From the South Australia V-8 Views

A FORDSON ON THE RAILROAD

By Don Quant

I came across this curious contraption in an old *Railroad* magazine. The “mule” as it was referred to, worked in the train yards of the Louisville and Nashville Railroad near Nashville. This unit was purchased in September 1928 from the Atlas Machinery and Supply Co. of Birmingham Alabama. The “mule” was used to move railroad equipment in and around the roundhouse area.

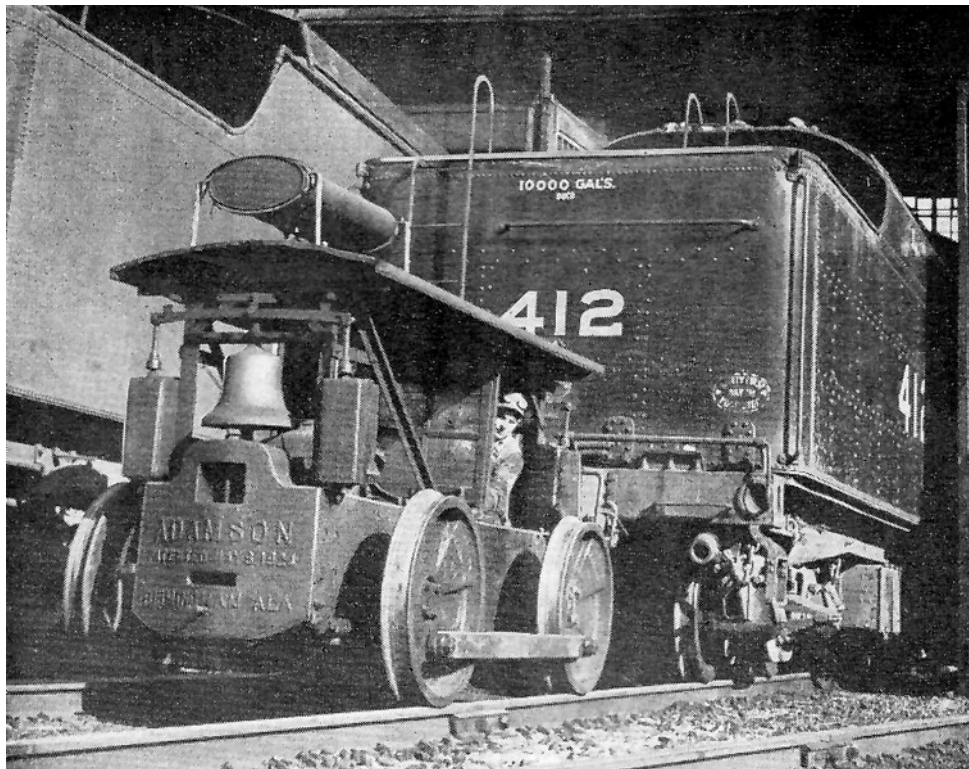
The heart of the machine was a stock Fordson tractor combined with a very heavy cast “Adamson” chassis equipped with 33-inch wheels. It retained the standard Fordson engine and 3speed transmission. Since it ran on rails it had no need of a steering wheel, but the throttle control was still located on a Fordson steering post. This unit had to be hand crank started since it had no battery, or starter, and depended on a magneto for spark. The inclusion of a full-sized locomotive bell and the roof mounted gasoline tank added to its unique appearance.

The “mule” was well suited for trundling flat cars carrying as many as 6 sets of driving wheels

weighing 82,000 pounds. Often when work was to be done on locomotives, the tender was hauled away. The “mule” routinely pulled loaded tenders weighing 345,000 pounds. This amazing result came from the combination of the low final gearing, the very heavy chassis that contributed to improved traction, and the extremely low resistance of steel wheels on a steel rail.

It is a testament to the reliability and performance of the early Ford products that they were adapted to all

sorts of uses beyond their original applications.



Ref. Railroad Magazine Feb 1953

*Then there's the 1932 Ford...
...More powerful than a locomotive!*



A BOY AND HIS TT

(Ford Model TT Truck, that is!)

An update from Grandpa Dan Killecut:

Jack has gotten his '26 TT truck running and driving. The last thing he did was to plastic-gauge the rods and he got them down to .001 clearance. He is now driving it around the farm. Not bad for an eight year old.



It runs and drives excellent. I don't think there are too many miles on it as everything is tight, no play or noise in the transmission or rear end. The first time he drove it, he told me that day and the day he got it running for the first time were the best days of his life.



If anyone would like to see a video of him driving it and you are a member of Facebook you can view it on the Model T Ford Club International Inc. Facebook page.

Talk about getting today's generation interested in old Fords!!



Talk about keeping the older generation interested in Old Fords!

At the last Board of Directors Meeting which was held at the home of Pat McFarlane and Margaret Corbin, it so happened that it was also Pat's birthday. Well, within a few days anyway. It was a great time to celebrate Pat's 39th (or was that Jack Benny's B-day?) while many of his friends and fellow V-8ers were at his house. In fact, some non-directors showed up to help celebrate: Bob Snyder, John Tesch and Gerry & Darlene Markham.

There was a cake of course (store-bought) but also a Birthday Pie! Mark Moriarty baked an apple pie (one of his specialties, believe it or not) and stuck a candle in it and called it Pat's Birthday Pie. We all sang "Happy Birthday" and feasted on the goodies. Some were caught taking *both* a piece of cake and pie!

So, Happy Birthday Pat. He's working hard to finish up his '32 Roadster in time for the Eastern National Meet in PA next summer. We all got to see the car and it's coming along fine. (Thanks to John Tesch for the photo)

| | | | | | | |
|----|----|----|----|----|----|----|
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
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| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

Calendar of Events

****Events in Bold are WNYRG Events****

- Nov. 9: Food Presentation/Discussion Gates Library
- Jan 26, 2020: Kick-Off Banquet
- Feb 15: Show 'n Tell Event, Gates Library 1-4pm.
- Mar 8: Spring Brunch American Legion, Spencerport
- Apr 5: 43rd Annual Spring Fling, TSE



October 2019

- Joel & Pat Murphy 3rd
- Paul & Marilyn Cantiloro 16th
- Bob & Pat Kellogg 20th
- Herm & Dorothy French 31st



October 2019

- Georgia Buccini 5th
- Karen Dumont 7th
- Karyn Jones 13th
- Michael Hochheiser 23rd
- Joel Murphy 26th
- Jackie Swett 26th
- Michelle Hammond 28th
- Jim Strong 30th

Rebuilt Ford Engines for these prices??



For Ford V-8

Rebuilt Oil Pump Included

Rebuilt Block As low as **\$59.95** Cash
Was \$64.85
With Old Motor Suitable for Rebuilding and Crate

Rebuilt Truck Block As low as **\$64.95** Cash
Was \$70.95
With Old Motor Suitable for Rebuilding and Crate

Rebuilt Block Assembly for Ford V8-85, 1932-41

- Every wearing part or surface replaced or reconditioned.
- New, top quality, heavy duty aluminum pistons.
- 4 new rings per piston—2 compression, 2 oil for most efficient oil control.
- Cylinders rebored, honed and polished to a standard oversize.
- Brand new valves, valve guide and valve springs. • New main bearings and rod bearings for smoother motor operation. • Crankshaft reground. Timing gear replaced if necessary. Rebuilt Oil Pump, studs included.

Get a Sears Rebuilt motor for low cost improved car performance. These economically priced motors will give dependable service and add years of valuable use to your car. All old, worn parts are replaced or repaired so that you get guaranteed performance and service. It's practical, it's smart, it's economical to buy a rebuilt motor and enjoy renewed driving pleasure. No matter how much you consider paying for a rebuilt motor, we don't believe you'll find a better value.

If you're not getting the service you should from your old motor it isn't necessary to buy a new car... not when you can buy Sears Rebuilds for so little. State year of car, and if for 1936 or later, whether you now use domehead or flathead pistons. Refer to Index for gasket sets. Shipping wt., 385 lbs.

Block Assembly for V8-85 Passenger Car—28 DM 4842F

| For Ford Year | Cash Price Outright | On Easy Payments | | †Credit for Old Engine and Crate | †Price With Old Engine | Minimum Credit and Crate |
|----------------|---------------------|------------------|------------------|----------------------------------|------------------------|--------------------------|
| | | Deposit | Monthly Payments | | | |
| 1932 | \$84.95 | \$17.50 | \$7.00 | \$25.00 | \$59.95 | \$6.00 |
| 1933-34 | 89.95 | 19.00 | 7.00 | 30.00 | 59.95 | 6.00 |
| 1935-36 | 94.95 | 20.00 | 7.00 | 35.00 | 59.95 | 6.00 |
| 1937 (21 stud) | 102.95 | 21.50 | 8.00 | 40.00 | 62.95 | 6.00 |
| 1938 (24 stud) | 113.95 | 23.50 | 9.00 | 50.00 | 63.95 | 6.00 |
| 1939-41* | 117.95 | 24.50 | 9.00 | 50.00 | 67.95 | 6.00 |

* On 1939-41 state whether your VAN is on generator or crankshaft.

1. When Daylight Saving Time ended last November, I hope you didn't forget to set your bathroom scale back 10 pounds.
2. Just remember, once you're over the hill you begin to pick up speed.
3. Just remember, once you're over the hill... Never mind.

"It's very fast. It can go from \$20,000 to \$25,000 in two weeks."

Blanche Stuart Scott

On October 23, 1910, Blanche Stuart Scott was the first American woman pilot to make a public flight. The pioneering aviator, known as the “Tomboy of the Air,” was also the second woman to ever drive across the United States in an automobile. She eventually became a Hollywood scriptwriter and a well-known radio personality. Aside from clearing the way for future female pilots, like Amelia Earhart, the fearless Scott soared past societal expectations for women and lived her life on her own terms.

Born on April 8, 1884 in **Rochester, NY**, Scott was adventurous at a young age. Before cars were widely available, Scott’s father was an early automobile enthusiast. At 13 years old, Scott drove her dad’s car around town for joy rides, much to the chagrin of the Rochester City Council. A minimum driving age didn’t even exist back then, so Scott continued to practice her driving skills around town. Nevertheless, her parents wished to cure her of her “tomboy” behavior, so they sent Scott to finishing school.

The schooling proved unsuccessful at “feminizing” Scott. In 1910, Scott scored a sponsorship from the automobile company Willys-Overland Motors to embark on a cross-country trip from New York City to San Francisco in a custom made car called the Lady Overland. After 67 days, Scott successfully completed the second ever cross-country automobile trip by a woman. Her only companion for the journey was female reporter, Gertrude Buffington Phillips. With only 218 paved roads outside of major cities, this trip was a particularly noteworthy accomplishment for anyone, male or female!

Her historic car ride got the attention of two men in the burgeoning aviation industry, Jerome Fanciulli and Glenn Curtiss. In 1910, she was the first – and only woman – to get flying lessons from the legendary aviator, Curtiss. In a time when women still couldn’t vote, Scott earned the nickname “Tomboy of the Air” when she became the first American female to take public flight as a member of the Curtiss Exhibition Team in Fort Wayne, IN. After that boundary-breaking display, a year later she became the first woman to fly long distance with 10 miles in July and then 25 miles in August. However, Scott retired her wings five years later in 1916. Her decision to retire came from October 2019



both safety concerns – her stunt pilot work resulted in such a terrible accident in 1913, that it took her one year to recover – and a growing frustration with the aviation industry for barring women from mechanic and engineering work.

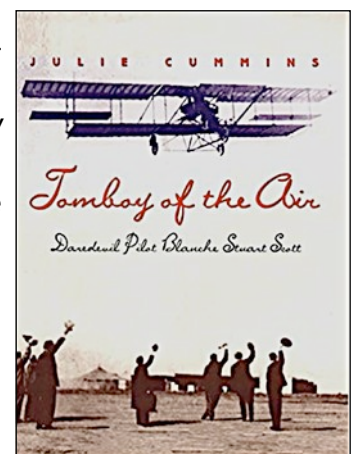
Once she stopped flying professionally, she took to the airwaves instead. In the 1930s, she entered the entertainment industry as a screenwriter for RKO, Universal Pictures and Warner Brothers. She then emerged as a popular radio personality. However, flying was forever Scott’s first love. She returned to the skies on September 6, 1948 as the first woman passenger to ride in a jet plane. She became a consultant to the U.S. Air Force Museum, where she helped acquire more than \$1,000,000 worth of early aviation artifacts. In 1980, a decade after her death in 1970, Scott was honored by the U.S.

Postal Service with their air mail stamp commemorating her inspiring achievements in aviation.

Compared to Scott’s times, the sky is the limit for women in their career options today. In the 1970s, the Navy and Air Force as well as commercial airliners welcomed female pilots for the first time. However, women only comprise about five percent of airline pilots today and around seven percent of certified civilian pilots are female. In honor of Scott’s astounding achievements in aviation, let’s get more women navigating the skies!

Thanks to Gerry Markham for telling us about Ms. Scott. We also learned that she is buried in Riverside Cemetery in Rochester. Her birth date is incorrect on the stone. She was born in 1884. She was inducted into the National Women’s Hall of Fame in Seneca Falls, NY in 2005.

If you’re interested in learning more about this remarkable lady, there’s a book about her available entitled, “Tomboy of the Air”.

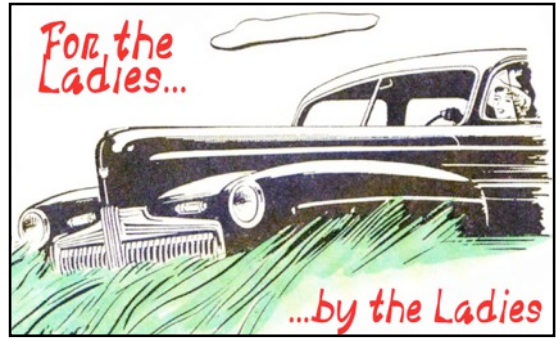


A DRIVING BEAT

Warm-weather road trips require some good cruising music. How well do you know your car songs? Match the lyric to the tune.

LYRICS:

1. "Drove my Chevy to the levee, but the levee way dry,"
2. "We're goin' ridin' on the _____ in my pink Cadillac."
3. "And she'll have _____ till her daddy takes the T-bird away."
4. "Baby, you're much too fast."
5. "Oh Lord, won't you buy me a _____. My friends all drive Porsches, I must make amends."
6. "My Maserati does 185. I lost my license, now I don't drive."
7. "Yes, it's great, just won't wait. Everybody likes my _____."
8. "The little Nash Rambler stayed right behind. He still had on his brake."
9. "Little _____, you're really lookin' fine. Three deuces and a four-speed, and a 389."
10. "I got me a Chrysler, it seats about 20."



(The GUYS can Play too!)

TUNE:

- A. "Beep Beep," the Playmates, 1958
- B. "American Pie," Don McLean. 1971
- C. "GTO" Ronny & the Daytonas, 1964
- D. "Freeway of Love" Aretha Franklin, 1985
- E. "Fun, Fun, Fun." the Beach Boys, 1964
- F. "Rocket 88," Jackie Brenston (with Ike Turner), 1951
- G. "Little Red Corvette," Prince, 1982
- H. "Mercedes Benz," Janis Joplin, 1971
- I. "Life's Been Good," Joe Walsh. 1978
- J. "Love Shack," the B-52s, 1989

Answers:
(No cheating!)

1B 2D 3E 4G 5H 6I 7F 8A 9C 10I



FOR SALE: NORS Repro chromed 1935 Ford grille. This would be good for the driven car. This repro grille has a few differences from an original that would not make it suitable for a show car. \$425.

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