

THE GREYHOUND EXPRESS



NEWSLETTER OF THE WESTERN NEW YORK REGIONAL GROUP NO. 3
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Robert & Mary Pundt's
'39 Convertible

**2019 Central National Meet was a
Rousing Success!**

**WNYRG Members Take Home SIX Awards—
Five were happy to win. One, not so much.**

See page 2

PRESIDENT'S MESSAGE

"Indiana Grand Time"

We made it home from Auburn, Indiana and the Central National Meet with all folks intact; but, Fred and Marianne Killian have a little engine problem with their '52 Tudor. More on that when the problem is diagnosed.

On Thursday, August 22nd Pat McFarlane drove to my place at 9:00 am in his model B Roadster. Nancy and I joined him in our less shiny V-8 Roadster and we took off down rt 39 toward Dunkirk, NY. At Wendy's drive-in on the corner of rts 20 and 60 we met Bob Snyder in his '39 Std Sedan and Martin Troutman in his '33 pPickup. We traveled together on rt 20 toward Erie, Cleveland, and points west toward Auburn. The weather was perfect, slightly cooler than recent past and the flatheads loved it. Just past Erie, we found the greatest root beer stand on rt 20 where we relived the 50's and 60's with shakes, burgers, and onion rings in the proper outdoor setting. Lovely day and we made it to Norwalk, Ohio for the night.

South of Cleveland we traveled rt's 528, 88, 303, 20, 6, and I69 in Indiana. It was roughly 450 miles and delightful, mostly 2-lane blacktop. We made it to Auburn about 1:00 pm Friday.

The Foundation Museum is beyond your wildest dreams of Early Ford V-8 heaven. The sweetest collection of V-8 Fords, tools, accessories, automobilia, and like-minded great people, eager to help out your restoration of your dream car.

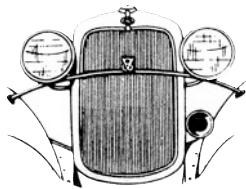
During the week we traveled to the Portland Indiana tractor show, had a cruise night on the Auburn town square, the concourse, of course, and a driving tour to the Elkart RV/MH Hall of Fame and Museum. Nancy and I, along with Al, Wendy, and Justin LaChausse, and Arel and Barb Brown visited the Studebaker Museum at South Bend. The Awards banquet was held at the Auburn, Cord, Duesenberg Museum. That place is one you don't want to miss. There were many of those beautiful classics running around town because of their upcoming meet at Auburn.

All too soon, it was over. It's tough to leave, but I've got to say it was a real feast. Thanks to all the folks from the Indiana RGs 56 and 169 and Ohio RG 141. Thanks to National President Michael Driskell, Foundation President John Knecht, and meet chairs Ron Stauffer, Kaye Shields, Dave Sharp, and John Smith. Our own Frank and Milly Scheidt were involved of course. I'm sorry there were too many folks involved to give you all recognition. I know it's an arduous task and we are extremely grateful. Josh Conrad, your work with the Foundation is terrific. How wonderful it is to be part of this tight knit family.

Back home we have the fall brunch at the American Legion September 8th. There is the Wampsville Car Show and Flea Market on Sept. 8th also. On November 9th the club event is a food presentation at the gates Library. Please join us. We have a wonderful group of crusty Ford folks.



—Mark



It's Been a Long Time...

...since we had such a great turn-out at a National Meet.

NINE members turned out for the 2019 Central National Meet in Auburn, Indiana. Overall, the Meet attracted about 275 registrations, 169 cars and well over 500 people.



If you'll recall, years ago Western NY and Northern Ohio used to contend for the largest turnout at a Meet, and Northern Ohio used to outnumber us almost all the time. This year: Western NY - 9 + spouses, Northern Ohio - 5. National President, Michael Driskell, presented NORG with a 50 Year Award. Ken Canankamp accepted the award on behalf of their club. We hit the 50 Year mark back in 2016.

SIX of our members took home trophies at the CNM:

Mark Moriarty ('32 Roadster) 1st Place Touring
Pat McFarlane ('32 Roadster) Dearborn Emeritus
Robert Pundt ('39 Ford Conv) 3rd Place Touring A
Bob Snyder ('39 Ford Tudor) Dearborn Emeritus
Martin Troutman ('34 Pickup) 2nd Place Touring A
Fred Killian ('52 Ford Sedan) - See Below

On the cover, we stated that 5 of the 6 were happy to receive an award, but one was not. That was *Fred & Marianne Killian*. Why? Because it was the **HARD LUCK AWARD** they "won." Marianne's trusty '52 ran great until they got to the Meet. Then it lost power and stalled when put into Drive. It was discovered that cylinders 7 & 8 had stopped working. They rented a truck and trailer and towed it home. Fred called and said it turned out to be a bad fiber timing gear. He's replacing it with an aluminum one!

Robert and Mary Pundt of Olean decided almost at the last minute to attend the Meet. They are new members and had never attended a National Meet. They signed up and followed the Killians (also of Olean) to Auburn. Robert put the Red '39 Convertible in the Touring A class and took home a 3rd Place Trophy.

1956 Mercury Raffle Car Winner: Believe it or not, the winner was from Fairport, NY. Josh Porte. And we think Bob Malley sold him the ticket at a truck show! We told Tom Smith who the winner was and he said, "I'm going to a picnic at his home tomorrow!" Seems Josh is a member of the local Model A club.

Our September event is the Fall Brunch at the American Legion in Spencerport on September 8th. If you haven't reserved a spot yet, call Rhoda Beaman NOW. 585-738-2735.





Arel & Barb Brown's spiffy '35 PU



*The Weather was perfect until...
Concourse Day!*



Mark Moriarty's '32



The Judging was brought indoors at the Kruse Plaza!

How often do you see a helicopter on the concourse field?



The Touring Class cars and Walk-Arounds had to stay outdoors during the rains. The Kruse Plaza next door graciously allowed us to bring the judged cars inside their massive building, the former Military Museum. The following day, with forecasts of thunder storms throughout the day, was another perfect "no rain" day. So much for weather forecasting!



A BIG Flea Market with over 30 vendors

More pics from the 2019 Central National Meet



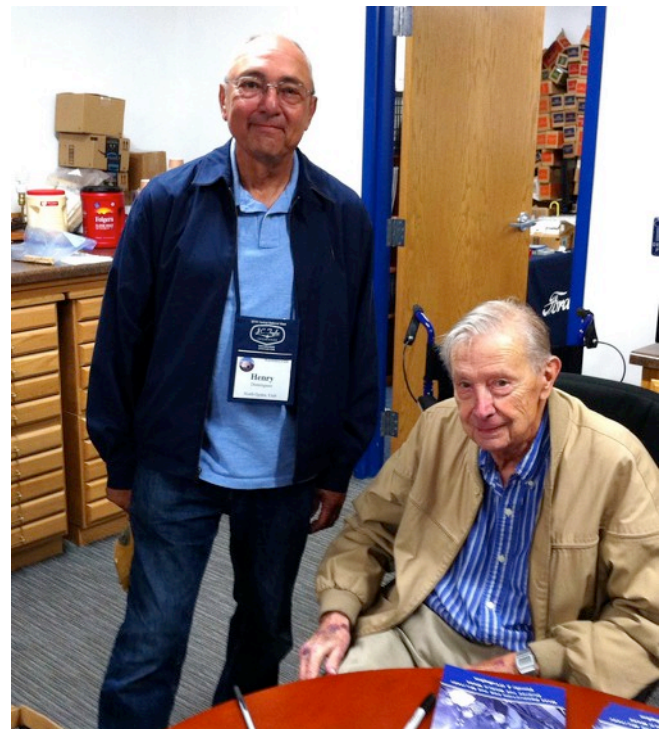
Starting them Young!



Remember Mike & Sue Fehniger?

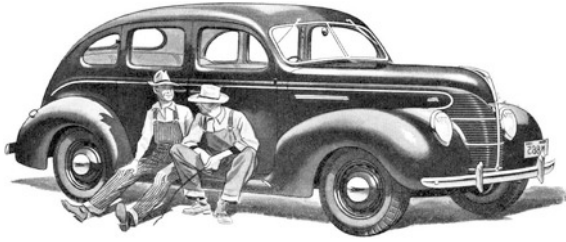


They were WNYRG members many years ago. Well, this outstanding 1935 Tudor belongs to their son, Steven. Mike & Sue moved to Arizona and Steven now lives and works in Michigan. This car had what had to be the absolute best paint job many of us has ever seen! Steven told us Mike did the work on the red wheel which were also perfect. Steve took his 2nd Dearborn with this beautiful car. We loved the Blackwalls!



Two Authors: Henry Dominguez (Left) is a Trustee of the V-8 Museum and author of books on Ford. He was in town for a Board meeting and the CNM. Tim O'Callaghan, also an author of many books on Ford, made a surprise visit to the Museum during the Meet. Both were blown away with the outstanding Museum.

Heard on the Running Board



"I hear we got a nice card from Edna"

That's right. Edna Shanks sent the club a card:

"Dear Ones, Thank you for continuing the Greyhound Express and putting my birthday in also. You all have been so kind and I really appreciate it.

"It's been hard but Lee would want me to stay strong. I'm trying. God bless you all."

—Edna Shanks

Lee and Edna will always be in our hearts.



Unfortunately, we lost the details of the story behind this disaster. But we do know that a tire blew on the '40 Coupe and it caused the filler neck on the gas tank to be severed and the fire started. Luckily no one was injured. Causes one to contemplate how old your tires are!



Update on the Ingersolls:

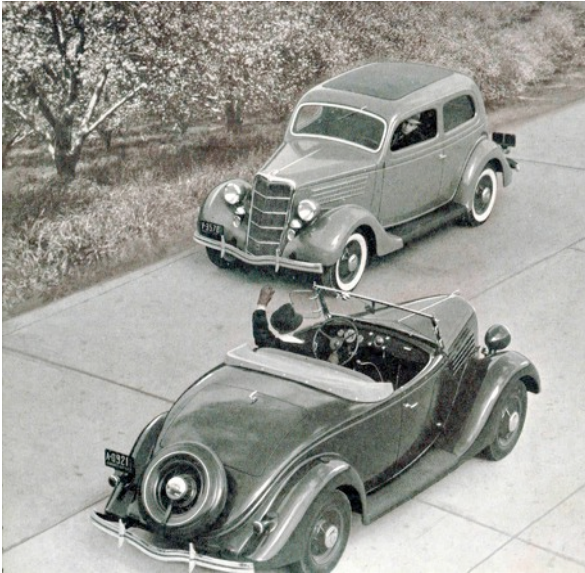
We heard that Viki is now on a walker and doing fairly well, but Don is still in a wheelchair. They're coming along, but it's a slow process. We wish them well.

The 1935 Ford

By Robert Tate, Automotive Historian/Researcher

Images: Courtesy of the National Automotive History Collection

For many, the 1930s is often associated with the Great Depression. But in the automotive world, even in these times, Ford Motor Company was manufacturing stylish and appealing products. During 1935, the founder of the Ford Motor Company, Henry Ford, and his son Edsel were responsible for the production of many great Ford products in the automotive and truck industry. For more than 40 years, Henry Ford had been considered an impactful figure not only in Detroit but also in the world.



As Ford was approaching his 72nd birthday, he continued to show remarkable leadership as he continued to introduce new products for Ford in 1935. Throughout American history, auto consumers supported the evolution of the Ford car beginning with Henry Ford's first automobile, which started with the one cylinder 1896 model, through the V-8 1935 Ford models.

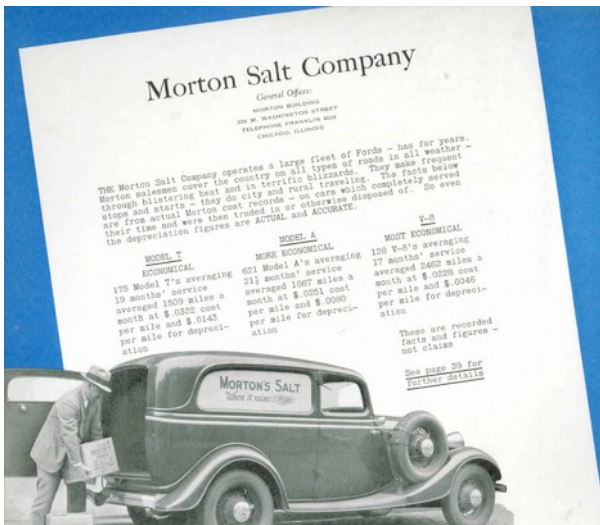


In 1935, an American consumer could purchase a new 1935 Ford DeLuxe Ford Touring Sedan for \$655 or perhaps a three-window DeLuxe Coupe which accommodated three passengers comfortably and had beautiful upholstery interior design and a rumble seat for \$595. One of the best looking but least popular styles of the year was the Ford Station Wagon model which cost \$670. For the first time, roll-up windows were provided in the front doors. The remaining windows, however, still required canvass curtains. Some advertising themes called the new Ford models “Distinctive new styles and beauty”. Many consumers enjoyed its modern styling, graceful new lines, in addition to its V-8 performance.

1935 Ford Designers

During 1935, many fleet business owners took advantage of Ford's sales and fleet service. As an example, the Morton Salt Company used many Ford commercial vehicles in their line of service. The 1935 Ford products offered unique features such as providing more luggage space behind the rear seats for that added space when traveling. The passenger and drivers seats also could easily adjust for driving comfort. The 1935 Ford models were wide and roomy in their interior space.

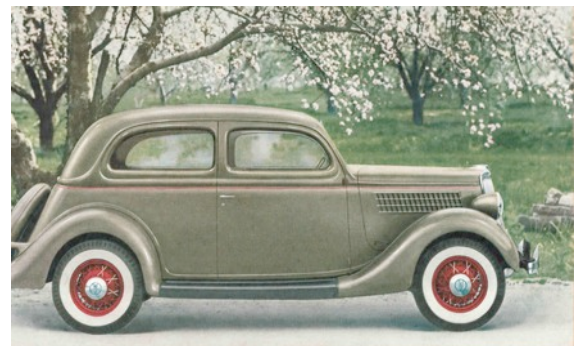
In 1935, Ford introduced a remarkable new development that aided in both riding comfort and safety. This innovation identified the correct spring suspension and correct distribution of weight for all four wheels. Another popular feature that Ford offered was the new Ford radio which was built by Philco, the largest radio manufacturer. This radio was built exclusively by Philco for the Ford V-8 model line. It was also the newest development in the automobile radio field. When installed, it cost the consumer \$44.50.



In late 1934, Henry Ford and his son Edsel introduced the 1935 V-8 Ford models to nearly 100 different media outlets and newspapers who came from every part of the country to view it in advance of its public showing. The event was a major success for these two leaders. Some automotive historians have said that besides the Model T Ford, the 1935 Ford V-8 models was one of the best looking vehicles ever produced by the Ford Motor Company in the early days of automotive manufacturing. It cost less to run than a four-cylinder car and it delivered more power per gallon of fuel than many earlier Ford models. It was also strong enough to operate over a long time without expensive repairs or servicing. From the raw irons to the finished Ford V-8 products, the 1935 Ford model will always have a special place in automotive history.

A special thanks to Robert Tate, Automotive Historian and Researcher, for donating the story to the MotorCities Story of the Week program. Photographs are courtesy of the National Automotive History Collection. (Bibliography: Dammann H. George. "Illustrated History of Ford". Crestline Publishing Company 1971. "Detroit Saturday Night" The Ford Industries Number. June 15, 1935.)

For further information on photos please visit <http://www.detroitpubliclibrary.org/> or email nahc@detroitpubliclibrary.org. Please do not republish the story and/or photographs without permission of MotorCities National Heritage Area.



If you have a story that you would like to donate to be featured as a MotorCities Story of the Week, email mcadmin@motorcities.org (Permission was granted to us to reprint this article)

Good Morning Frank,
Karen and I came across this old Ford dealership building in West Stockbridge, Massachusetts while on a New England trip recently. The building was still being used as a repair shop. They had one old Model A Tudor and a highly modified '51 F1 among the hulks in various stages of ill repair. The neon was done in but the sign was a beauty as the picture shows.



—Jerry Dumont



Back in early August, at the Killecut's All-Ford Picnic, Dick's name was drawn for the \$5 Monthly prize. Dick wasn't there, so the jackpot goes up to \$10 at the Fall Brunch.

3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Calendar of Events

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

Sept 8: Fall Brunch, American Legion, Trimmer Rd., Spencerport. 11AM. See Page 4)

Sept. 17: WNYRG Board of Directors Meeting. Home of Pat McFarlane & Margaret, 333 Colebrook Dr., Roch. 7:00

Sept 21-22: 17th Annual "September to Remember" Swap Meet. Orleans County Fairgrounds. SAT: Trucks Only; SUN: Car show. 10-3:30. East Shelby Volunteer Fire Co. Call Dave Green 585-798-0445

Nov. 9: Food Presentation/Discussion Gates Library

It won't be too long before the snow will be here! Time to think about Tire Chains!

(Thank goodness we don't use them any longer!)

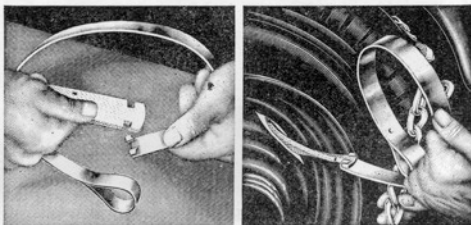


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September 2019

Don & Mary Quant 27th

September 2019



- Tom Stewart 1st
- Sue Smith 4th
- Tom Smith 6th
- Pat Kellogg 7th
- Jim Rebbeor 7th
- Elaine Aman 8th
- Ingrid Hermann 9th
- Gordon Aman 12th
- Jim Cracchiola 13th
- Mahlon Anderson 16th
- Ann Marie Cracchiola 17th
- Pat McFarlane 18th
- Joel Murphy 26th
- Jackie Swett 26th
- Michelle Hammond 28th
- Jim Strong 30th

WOW. Sixteen of you were September Babies!

1. Remember back when we were kids and every time it was below zero outside they closed school? Yeah, me neither.
2. I may not be that funny, or athletic, or good looking, or smart, or talented... I forgot where I was going with this.
3. I think I'll just put an "Out of Order" sticker on my forehead and call it a day.

The Road leads back to FORD

By Don Quant

I frequently have visitors that are given the barn tour where all sorts of old Ford parts have accumulated. People touring the upper barn often ask, "Where did you get all those transmissions?" While some were acquired somewhat locally, most came from up near the Adirondacks.



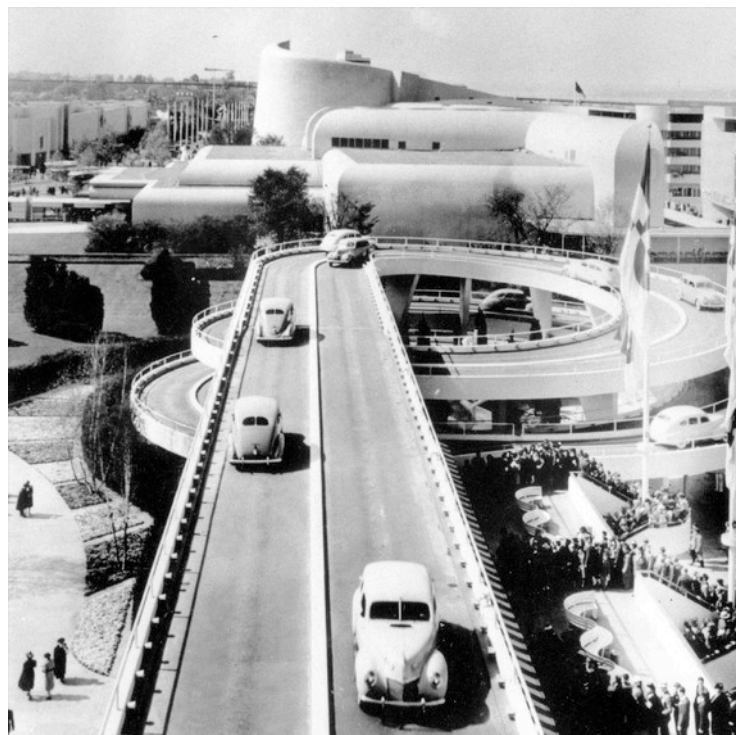
Back in the late 50's and early 60's, Roger and I were always on the look out for old Fords and parts. We wanted old Ford floorshift transmissions because we were concerned that aggressive driving of old Fords with modified or overhead valve engines could take a serious toll on gear boxes. We preferred the later boxes with helical gears, blocking ring synchros, and better shifter detents. However, we often took what we could find that didn't have rusty water inside or had suffered chipped or pitted teeth. We found several junk yards where there were a number of junked pre-war Fords. These cars were likely abandoned sometime after World War II after new car production resumed.

We discovered a junk yard near Boonville that had a ton of old Fords. This junk yard was owned by an older gentleman who seemed to enjoy talking about old Fords with a couple of young guys that not only appreciated old Fords, but were reasonably knowledgeable about them as well. His discourse was lib-

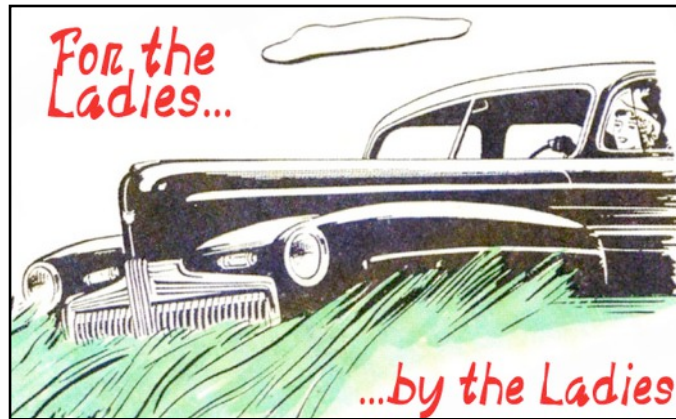
erally sprinkled with backwoods sayings that were amusing, but not suitable for repeating here. We enjoyed visiting his yard over several summers and we picked up a number of transmissions on each trip.

During our visits we often talked about automotive endeavors beyond the flathead era. I remember one discussion we had about Hemi Chryslers, Corvettes, and big Olds and Cadillac engines that were the frequent choices for powering Ford based hot rods. He wasn't impressed. I remember him getting a serious look on his face, leaning forward and saying "Those boys at GM and Chrysler have done some pretty good work on their engines and are putting out some impressive cars, but the truth is, and you fellas know it as well as I do,

THE ROAD LEADS BACK TO FORD."



At the 1939 New York World's Fair, Ford built a "Ford Motorway" where drivers drove on a figure eight track on the building's roof endlessly, day in and day out. A great way to introduce the public to the 1939 lineup of Ford vehicles.



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3. DROPPED INTO A STEAMY POT OF BROTHY SOUP
4. SUNNY-SIDE UP ON SPAGHETTI ALONG WITH BUTTER AND CHEESE

REMINDER:

Our Special November 9th Event will be a food discussion by famed presenter, Jeffory McLean at the Gates Library. We're hoping for a BIG turnout! Please mark it on your calendar.

There will be a \$5 charge per person to help cover the club's expenses. But for that \$5, we'll get to eat some of the food the chef will bring.



18 ft Enclosed Trailer. Very Good condition. 1995 Camco with title. Good tires and a 13,000 lb electric winch. Has diamond plate metal floor and ramp. Asking \$3,000. Located in Churchville, NY

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FOR SALE: Set of rear fenders for 1935 Ford standard sedan. These are pretty good with the left one better than the right. Left fender \$200. Right fender \$150.

For Sale: front and rear license plate brackets for 40 ford. Both excellent condition, Front 91A-5034 B \$15.00; Rear 01A-13406-B \$8.00.

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