



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

MARCH 2015 Vol. 50 No. 3



**38th Annual
INDOOR AUTOMOTIVE
Flea Market
Sunday March 29, 2015
9 am to 3 pm**

**TSE: Total Sports Experience
880 Elmgrove Rd. Rochester, NY 14624**

*Just South of Rt. 531
PLENTY OF FREE PARKING*

**Admission is
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Kids under 16 Free
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Call (585) 637-8863 (Frank)
For Vendor Information
Call (585) 786-2876 (Mark)**

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Supplies & Tools for:
All makes & models -
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Street Rods • Muscle Cars
Special Interest**

**A portion of the proceeds to benefit
The Western NY Natural Disaster Relief Fund**

**Sponsored by:
Western New York Regional Group
Early Ford V-8 Club of America**

**Visit www.wnyrg.org
for map and directions**

ANNUAL SPRING BRUNCH: APRIL 12TH. SEE PAGE 5

Hello All,

Spring, if you can believe it, is just around the corner. I know that we are all very eager for it to arrive. I have noticed that with the weather we are having this winter, more and more of the members are traveling to FL for a couple of weeks at a time.



Our next official meeting is a Board Of Directors Meeting scheduled for Wednesday , March 11th at 7:00 PM at the home of Pat McFarlane and Margaret Corbin. You are all welcome to join us at the meeting. Just let Pat know that you are planning on attending. 585-752-2231. The address is 333 Colebrook Dr, Rochester NY 14617.

I would like to welcome **Marianne Killian** to the Board of Directors. **Fred Salsburg** has stepped down due to family health concerns and Marianne graciously volunteered to fill in for the rest of his term.

Our February event was the **Show and Tell** at the Gates Library on Feb. 14. Besides all the great things that the members brought out to show off, **Michael Hochheiser** put on a show of pictures of his Fire Van. It was a wonderful show. See page 4 for the full story.

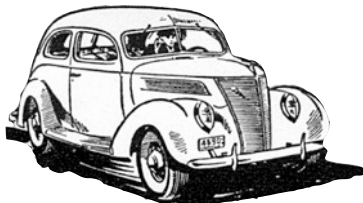
For March, we are once again holding our **Spring Fling** at the TSE in Gates on Sunday, March 29th from 9-3. See the article on page 3 for more details. We do need some help in setting up the tables on Saturday afternoon at 4:00. If you can spare a hour on Saturday, please let me know (585-748-1604). And as usual, we need warm bodies thru out the day to man the admissions table, the club table, and to help the vendors out during the day on Sunday. Vendor set up starts at 7:00 AM. I hope that all of you will come out and support our fund raising. All who lend a hand either Saturday or Sunday will be invited to dinner paid for by the club at Bill Gray's on Buffalo Road on Sunday afternoon.

If any of you who were not at the Banquet would like a copy of the V-8 Album or the V-8 Cookbook, stop by the club table at the Spring Fling and we can sell you a copy.

SPECIAL EVENT: RG #147, Upstate NY, has planned an overnite event at West Point. The dates are July 18 and 19. Other RGs, including our WNYRG, have been asked to get the information out to our members. You'll find it on **page 8**. If you are interested, you need to act soon, as the deadline is May 15th. to reserve a spot. Important information has to be submitted to Mick Albright in a timely manner as there are many rules and regulations for visiting West Point.

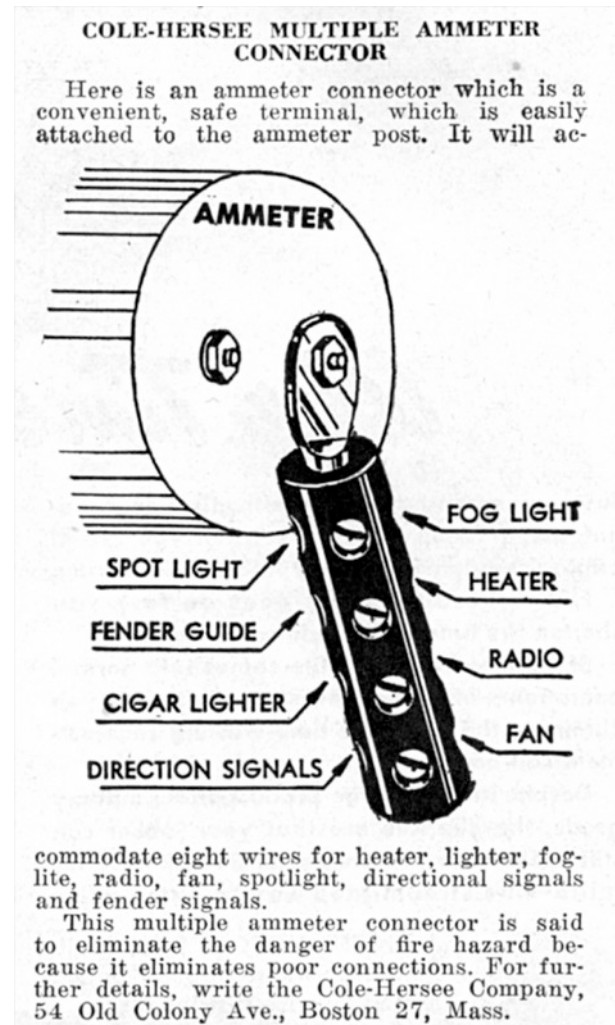
Keep on driving your Ford,

—Milly



INTRODUCING: "Whatever Happened To...?"

At last year's Spring Fling, I bought a box of *Motor News* magazines - a big box of them! I thought maybe I could find some interesting articles for the Greyhound in them. I did, but what I also found were several ads for unusual tools and parts that I had never seen before or had forgotten about. I wondered what had happened to them. So, starting in this issue, I'll print one or two of these and see if you remember them. So, for our First "Whatever Happened to...?"



This wouldn't work on a lot of our Early Fords with the "loop" connection in the back, but it's still a clever idea.

Spring fling₂₀₁₅

—HELP NEEDED AT THE SPRING FLING—

Saturday, March 28th: Set up of tables at 4:00.

Sunday: Help needed to move vendors in starting at 7:00AM. Help throughout the day working the gate and our club table.

End of the event, help needed for vendor load-out, breaking down and stacking the tables.

Our monthly cash drawing will be for \$55! But you have to be there to win! Also, those who work are invited to dinner on us at Bill Gray's on Buffalo Rd. right after the event.



Project Chairman Vern Lehto (R) and Ken Quirk of the Palm Beach Regional Group #129 with the completed display.

Remember the License Plate project that Florida RG 129 was doing for the Early Ford V-8 Foundation? Well, they finished it. That's our 1933 plate on the left side, restored by Mike Scheidt. The plates go from 1932 through 1954 to cover the Flathead V-8 years. We were asked to provide a 1933 plate as we are the 2nd oldest RG in the V-8 Club.



SPRING BRUNCH

APRIL 12, 2015

11:00 AM

Batavia AACA to Join Us

We are having our Spring Brunch at the American Legion Ferris Goodrich Post in Spencerport, NY. We would like everyone to come out and hopefully be able to dust off our Old Cars. Join us and support our veterans who served all of us. It would be nice to see old friends and maybe meet some new ones. Don't miss out on a great breakfast. And once again, members from the Batavia AACA will be joining us!

The menu includes eggs, bacon, ham, sausage, pancakes, waffles, biscuit and sausage gravy, toast, fruit cocktail, french toast, home fries, coffee, tea, juice, and hot cocoa. The cost of this great breakfast is \$7.00 per person.

The Legion needs to know how many will be attending by APRIL 6th. So please make your reservations now.

Send your check payable to WNYRG for \$7.00 per person to: Rhoda Beaman, 102 Elmore Rd., Rochester, NY 14606 or call Rhoda at 585-426-6311 so we know who and how many are attending.

Event: Spring Brunch

Date: Sunday, April 12, 2015

Time: 11:00 AM

Cost: \$7.00 per person

Location: American Legion Ferris Goodrich Post,
691 Trimmer Rd., Spencerport, NY 14559

DEADLINE: Monday, April 6th

Make your reservation now!

—Rhoda Beaman



once again the event. It was but warm and toasty

He was suppose to bring a car part or tool! Oh well, besides this silly guy, the 12 WNYRG members who showed up brought some interesting stuff to show.

The Gates Library was place for this annual mighty nasty outside, inside.

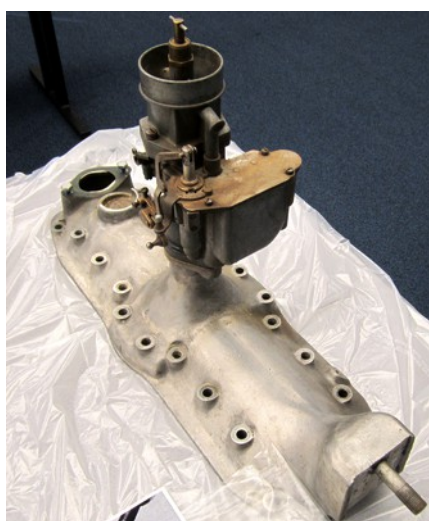
Mike Hochheiser brought some photos of his '40 Ford Van Pumper to project on the film screen, as well as short videos of it running. He explained some of the things he's had to do to get it roadworthy. We look forward to seeing it this summer!



Fred And Marianne Killian brought some interesting old photos. Here's some 1942 Fords - Fred's "specialty." Fred is the 1941-42 Advisor for the V-8 Times.



Gerry Markham brought plenty of interesting brochures and magazines as usual. He has amassed quite an impressive collection over the years.



Some of the ladies in deep discussion. That's Marianne Killian on the right, our newest club Director! Next to them is a quilt Milly made for the Early Ford V-8 Foundation to be raffled at their MotorFest 6 in August.



Dick Blakesley brought an early intake manifold complete with Detroit Lubricator Carburetor.



1932 FORD CHASSIS ARRIVES AT THE EARLY FORD V-8 FOUNDATION MUSEUM



The '32 being *driven* off the transport and into the Museum



Member David Stonebraker drove over 100 miles to help.

One theory is Ford may have pulled some of these '32s to send to Ford Assembly Branches to train men. Another interesting theory: these '32s were pulled off the line and sent to Ford Dealerships to show off the all-new chassis and V-8 engine. Many feel that this is a bogus explanation because Ford didn't send things like this to dealers. But look at the photo to the right. Dated mid-1932 at Malone Ford, Long Beach, CA - near the Ford Assembly Branch! Hmmm.

March 2015

Original vs Modified



Hi Milly and Frank,

First of all thank you and all the perennial board members, past and present, for keeping RG #3 alive.

As Henry built them vs not quite as Henry built them I credit Henry himself and his choice of incremental changes for tempting guys like me to, shall I say, *personalize* our beloved Fords.

Juice brakes, smoother shifting transmissions, overdrive rear ends, double horsepower motors and on and on are all bolt-ons at our finger tips...pretty much. My choice is to stay with buggy springs, beam axles and banjo rears. If I like a certain 'stance' I remove a leaf or two and voila I have it.

For better mileage and some bragging rights I'll slip a Columbia in the rear.

If hydraulic brakes are on your list we know that story, even if you drive a Model A, that change is another bolt-on, or certainly nearly so.

My soft spot is more horsepower....with no sweat at all a 20 year newer motor can be dropped directly, with a tiny bit of ingenuity, into your chassis with double the hp. That is huge, but in addition Henry overbuilt his V-8 to handle some delicious horse power increases. The latest Flathead Mark Moriarty built for our '41 1/2 ton is a '49 Merc with '52 Ford heads machined to 72 cc's. On top is a Fenton intake with a '52 Olds Rochester 4 barrel, ignition is a much modified C---y distributor. Basically everything bolted together, BUT in a long weekend all non '41 1/2 ton changes can be 'corrected'.

Well that's my story, I could never bring myself to cut or whack the chassis or body, but after that....Katy bar the door.....I'm happy and I think our truck is too !!!

— Charlie Schwendler



Four '32s stripped to the "bare essentials" to form a "phantom fleet" of test cars to allow potential buyers a free test drive over a bumpy course! This is how Lorin Sorensen describes this photo in his book, *Fords Forever*.

(Thanks to Fred Killian for bringing this photo to our attention)

1944 FORD T-16 UNIVERSAL CARRIER

Restoration Documentation and Photos

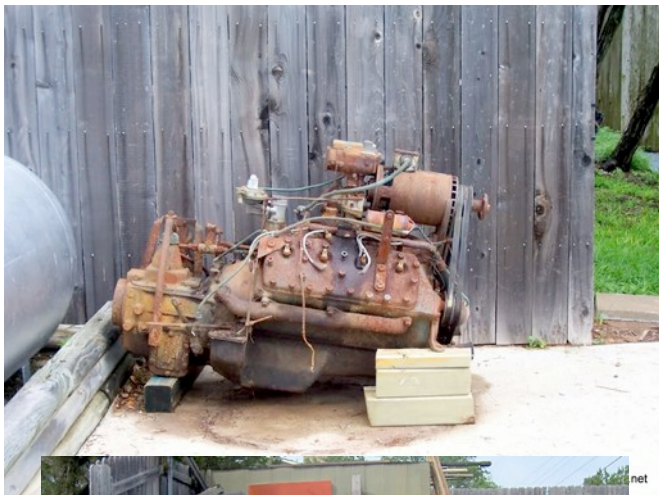


Tracks were chemically vat soaked for three days by Metal Rehab to ensure maximum rust removal from track pins within each link. These are black in the photographs but they were chemically blackened as opposed to being painted since paint will chip, crack and wear off unevenly over time on tracks.

All other body panels, removable armor and larger components were also chemically vat dipped by Metal Rehab and primed and top coated using enamel primer and Olive Drab Number 33070.

Upholstery includes five seat cushions, two back rests, two head rests, one driver face crash pad and one gunner foot brace. These were all custom made to order by Beachwood Canvas as no vendor manufactures T-16 upholstery.

Carrier Hull and Bogie Wheel Assemblies were chemically vat dipped by Metal Rehab (defense contractor) to remove all old paint, grease and rust in places that more destructive sandblasting wouldn't have been able to reach. Then these items were primed with a two-part mil spec primer. The carrier was then painted with four coats of Olive Drab Number 33070.



Many new old stock parts were used in the restoration including: Rear differential assembly with all gears, brake drums and internal components, and both axles. Other individual NOS parts include the Carburetor, Oil Bath Air Cleaner, Oil Filter, Fuel Strainer, Fuel Pump.

Electronic components that are NOS include the special T-16 Generator, Starter, Electric Automatic Choke, electric brake sender/switch and the tail light assemblies. The Instrument Panel has all new gauges, circuit breakers, master switch, fuel tank selector, starter button and siren button. The 12-volt T-16 special siren was professional restored. The pair of Ford-marked Cat's Eyes, the T-16 special braided armor wiring covers and the headlight are also NOS parts. The wiring harness is correct pattern cloth loom over modern vinyl provided by Vintage Wiring of Maine.



The original Distributor was professionally restored by Dennis Carpenter Ford.

The engine and transmission are original Ford T-16 assemblies. The engine was professionally rebuilt by a trusted machine shop with NOS parts, excepting that we opted to use modern adjustable valves.

Most of the road wheels, including the spare front road wheel, were new old stock. Regardless of their being NOS or quality take-off wheels, each was completely disassembled so they could be stripped, primed and painted. Then they each received NOS bearings and new seals. The five internal spacer parts inside each wheel were retained but only reinstalled after being chemically vat dipped by Metal Rehab. Each road wheel axle was also chemically vat dipped before the wheels were placed into the bogie assemblies.



Both fuel tanks, the fuel tank external boxes and the special lockers above them were custom manufactured to original pattern specifications. The other lockers are also either custom manufactured to original pattern specifications or are NOS lockers that we were able to find. This was to ensure all ten lockers and both tanks would be museum quality, clean and functional. Floor boards on each side in the rear over the lockers are new-made copies being made of wood just as the original examples were.

The radiator and both oil coolers were original take-off parts which were cleaned and pressure tested. One oil cooler developed a minor leak and was removed but is included. The oil cooler lines are new-made and a fitting was added to allow continued circulation of oil where the single oil cooler had been removed. Even running in the Texas summer heat has had no effect on the vehicle operating temperature since the oil coolers were a design

overkill compared to the part used on earlier vehicles that had to operate in combat in the desert theaters.

Fuel lines are all new-made to the original design. A modern electric fuel pump has been installed inside one of the lockers but all wiring and links to the fuel system are completely invisible. Fuel is still pushed through the system going into the fuel pump and on to the carburetor as opposed to the mechanical fuel pump pulling fuel. This can be restored to wartime specifications simply by replacing the included lift rod that would drive the mechanical fuel pump.

The role of this carrier is that of a vehicle in the mortar platoon of an infantry division's Independent Machine Gun Battalion. Typically Company A, B, and C used regular carriers with machine guns and Company D used T-16 universal carriers with 4.2-Inch Mortars. At least

three of the Canadian infantry divisions operated T-16 universal carriers with 4.2-Inch Mortars at the time of the Normandy landings and these vehicles were later joined by other T-16 universal carriers that served as 6-pounder artillery tugs. All of which saw service for the remainder of the war in France, Belgium, the Netherlands and finally in Germany. The storage bins located over the tracks on the gunner's side of the vehicle are replicas of the very rare 4.2-inch mortar bomb containers. The bins and the containers were faithfully patterned from wartime photographs and blue print diagrams showing combat configurations. Likewise the T-16 has combat rails installed along the outer edge of the hull to facilitate a means for crewmen to more easily get in and out of the vehicle, and to assist them in

loading and unloading munitions. This is a standard combat feature that all of the mortar carriers received.



Thanks to Gerry Markham for letting us know about this article

Early Ford V8 Club Rendezvous at West Point

July 18th and 19th, 2015

United States Military Academy at West Point, New York

If any of our WNYRG members are interested, several RGs are planning a Rendezvous at West Point July 18 and 19.

- Lodging

There are 160+ rooms reserved at six different hotels near West Point. Call and ask for one of the rooms reserved for the Early Ford V-8 Club. Or you can reserve a room individually thru Travelocity, Expedia or other websites.

- Banquet July 18th - 6: to 9: at the West Point Club
Attire : sport coat and shirt with collar/tie optional for the men. Your wife will know what to wear if you have a jacket on.
Deadline for reservations for dinner : May 15th
Cost for dinner: \$50.00 per person.
Make checks payable to: Early Ford V8 Club RG147
Send your check to: Frank Ball, 1 Park Place, Castleton, NY 12033

- Tours

One-hour tour is \$14.
Two-hour tour is \$16 but only given twice a day.

- Caveats

- Autos must be registered and insured if driven onto the post.
- You may trailer your vehicle there.
- Fire suppression equipment is required for each car (fire extinguisher is sufficient)
- All cars will be inspected at the gate
- Not a swap meet
- Not a charity fundraiser
- Not a garage sale
- You can bring a cooler with soft drinks and food – no alcohol

- I must submit a list of **ALL ATTENDEES AND GUESTS** by May 15th so that USMA Security can plan ahead. I'll need your name, address, driver's license number and state of issue. Please email these to me as soon as possible.

mickalbright@aol.com

- Questions – Mick Albright (518) 383-6779 or email mickalbright@aol.com

Holiday Inn Express	Highland Falls
845 446-4277	29 rooms
2 miles away	\$150-\$165
Make Reservations by June 11	
Days Inn Newburgh/ West Point	New Windsor
800 363-2297	45 rooms
12 miles away	\$90 - \$105
Make Reservation by May 11	
Confirmation Code: 47206939	
Ramada Inn Newburgh	Newburgh
845 567-4899	40 rooms
10 miles away	\$109
Make Reservations by May 18 th	
Confirmation Code: CG15001	
Holiday Inn Montgomery	Montgomery
845 457-7373	20 rooms
20 miles away	\$144 - \$162
Make Reservations by May 18 th	
Inn At Arbor Ridge	Hopewell Junction
845 227-7700	20 rooms
20 miles away	\$100
Make Reservations by May 18 th	
Holiday Inn Express Chester/Monroe	Chester
855 914-9638	10 rooms
15 miles away	\$145 and \$155
Make Reservations by May 18 th	

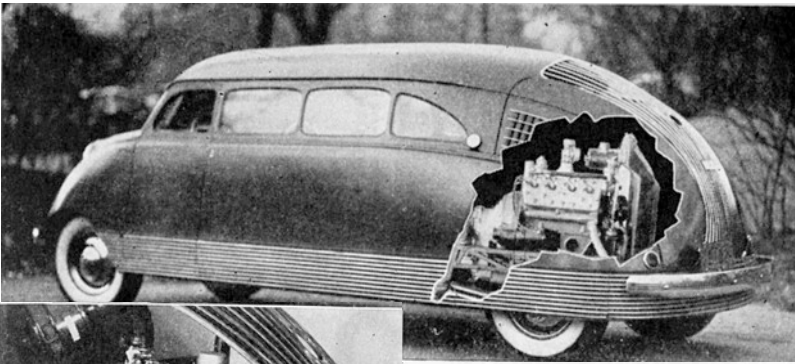


Fig. 1. Side view of Mr. Wrigley's Stout Scarab showing engine location

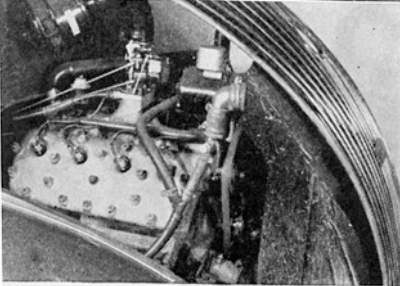


Fig. 2. Close up view of engine as seen from left side of car

Fig. 4. Diagram showing approximate construction and relation of engine to transmission and rear axle

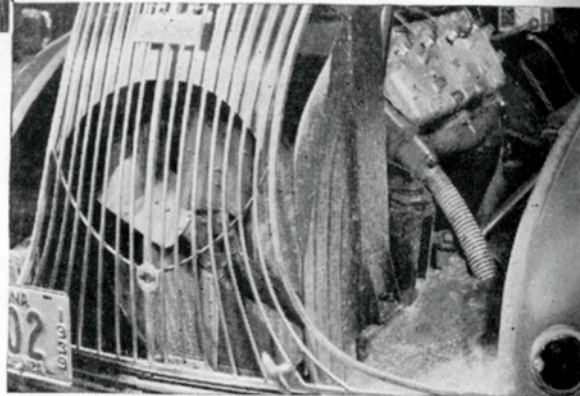
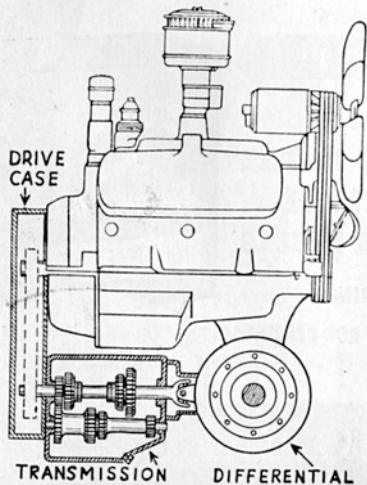


Fig. 3. View at rear of car showing radiator, fan, grille work, engine and Eclipse Startix

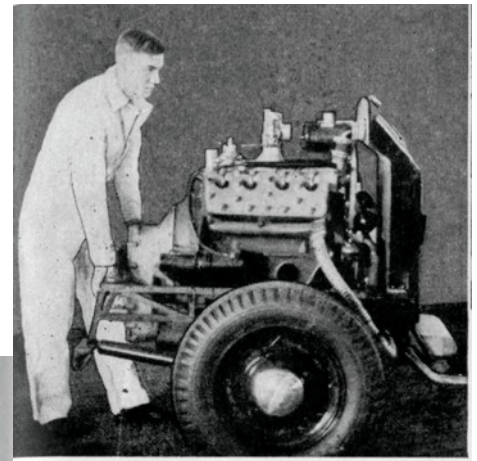


Fig. 5. The power plant and driving unit comprise a single assembly

sprung rear wheels make it unnecessary to have the axle housing spring-mounted. Fig. 5 show how the complete power plant assembly, including rear axle and rear wheels, can be removed or replaced as a complete unit. Other illustrations show fittings and interior appointment.

The view of the instrument board in Fig 6 reveals a steering wheel having but a single spoke.

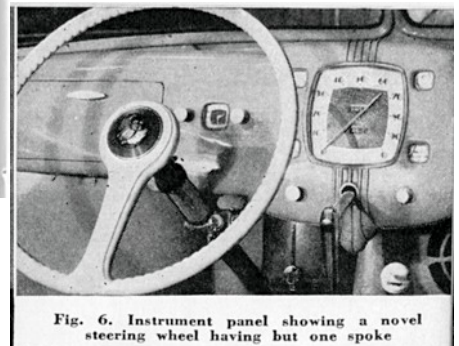


Fig. 6. Instrument panel showing a novel steering wheel having but one spoke

This is an experimental wheel but illustrates the possibilities of clear vision at the instrument board. Fig. 7 shows how a full length couch or davenport can be built into the car

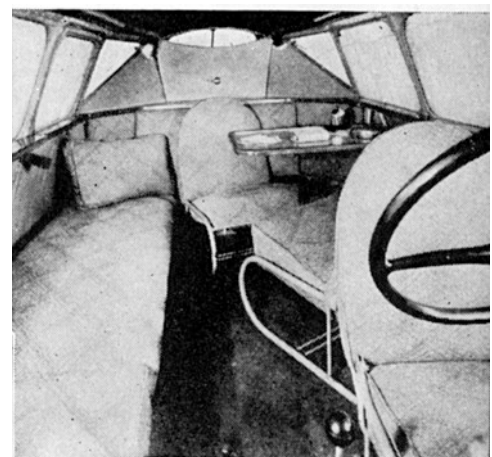


Fig. 7. Interior view of the Stout Scarab

THE car shown in the various illustrations in this article is one of the Scarabs built by William Stout of Detroit, the engineer who designed the Ford Tri-Motor Plane some years ago. This particular car happens to be owned by P. K. Wrigley, chewing gum magnate and owner of the Cubs ball team.

The illustration of Fig. 1 shows the general outside appearance of the car except that a MOTOR SERVICE artist has superimposed a photograph of the power plant to show its approximate location. Detailed actual photographs of the engine location are seen in Fig. 2 and Fig. 3. Fig. 2 is a picture taken at the left rear corner of the body with one of the hood panels removed, while Fig. 3 is taken at the right rear and shows the radiator, fan and radiator grille work at the rear of the car.

Fig. 4 is not guaranteed to be exactly like the construction of the power plant, but does give the general idea. The drive goes from the engine down to a transmission through either a series of gears or through chain and sprockets and then goes from the transmission to the rear axle. Individually

Calendar Of Events

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

MAR 11: Board of Directors Meeting, 7PM Home of Pat McFarlane & Margaret Corbin.

MAR 28: SPRING FLING SET-UP 4:00

MAR 29: SPRING FLING at the TSE 9AM - 3 PM

APRIL 12: AMERICAN LEGION BRUNCH 11:00

JUNE 8-11: EASTERN NATIONAL MEET
CONCORD, NC

JULY 12-16: CENTRAL NATIONAL MEET
BRainerd, MN

AUG: WARSAW CAR SHOW

AUG 27-29th: Motorfest 6, Auburn IN.

OCT: FALL FOLIAGE TOUR

NOV 8: FALL BRUNCH

Double-Berry Snack Cake

Combine the berries from packaged blueberry muffin mix with frozen raspberries for a great glaze.

17.5 ounce package fat-free blueberry muffin mix
1 cup water
Whites of 2 large eggs

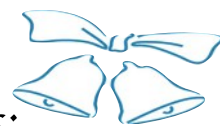
Berry Sauce: 1 1/2 cups frozen unsweetened raspberries
3 tablespoons sugar
2 teaspoons cornstarch
1/4 teaspoon almond extract

Preheat the oven to 400° F. In a medium bowl, stir together the muffin mix (without the berries), water, and egg whites until just blended. Pour the batter into a 9-inch square nonstick baking pan. Bake for 16 minutes, or until a cake tester or toothpick inserted in the center comes out clean. Put the pan on a cooling rack to cool slightly. Meanwhile, in a small saucepan, stir together the reserved blueberries and their liquid, raspberries, sugar, and cornstarch until the cornstarch is completely dissolved. Bring to a boil over medium-high heat, stirring frequently. Cook for 1 minute, or until thickened slightly, stirring frequently. Remove from the heat. Let cool for about 10 minutes. Stir in the almond extract. To serve, spoon the sauce over the cake. Cut into 12 squares. *Tip. Wrap any leftovers individually and freeze. Then you can thaw as many as you need whenever you want.*

V-8 Sweetheart



Happy March
Anniversaries:



Frank & Milly Scheidt 2nd
Dick & Barbara Deming 4th
Don & Beverly Javert 25th

Happy March Birthdays



Barbara Troutman 2nd
Joanne Morrill 10th
Martin Troutman 10th
Bob Gaylord 15th
Pat Murphy 15th
Jerry Williams 16th
Donald Morrill 19th
Jean Sherry 20th



WANTED

Wanted: 1954 Ford convertible parts. Grille, side trim, emblems. For the interior, pistol covers, top boot, well cover, or any other related parts or parts cars.

Wanted: Frame for 33-34 Ford 5 window coupe. Any 33-34 frame would work for me,

Fred Kent, 15 West St., Hannibal, NY 13074
315-447-3256 stingrayautobrokers@yahoo.com

—ALSO WANTED—

1. ADS FOR THIS WANT AD PAGE
2. WARM WEATHER
3. MUCH LESS SNOW - OR-
4. AT LEAST A PATH TO MY BARN

Ads are free for both members and non-members. If you spot something interesting for sale, let us know about it.

GARY & DEBBIE OFINOWICZ
1623 Goodrich Ave
Olean NY 14760
716-379-8634



WELCOME !

1936 3 Window Coupe - original condition
1960 Convertible - restored 1995

1935 Ford short WB truck. Complete but dismantled. Good frame, running gear, and steering. Cab very good, doors need repair. Patch panels included. Four engine blocks, stripped. Three four-speed transmissions, two good, one for parts. One three-speed side shifter. All steel vintage dump box with hydraulics. Second long WB frame included solid with good running gear. Many spare parts. Photos available. Price \$2300.

SOLD

Richard Blakesley, Bloomfield NY.

Phone 585-657-7971

rcblake@frontiernet.net.

FOR SALE: 1950 Ford 2 Dr. Excellent shape. Dark Blue, new 8BA engine, Offenhauser equip. 3/4 cam, dual carbs, headers, bored .060 over, Mallory 12 volt, custom interior. \$16,000.

1951 Ford 2 dr. Ford-O-Matic, *all original*, excellent shape. 33,000 miles. New battery, exhaust and carb. \$18,000.

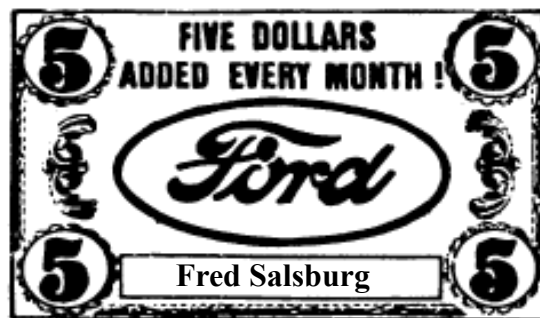
Bill Carley 585-334-2472

Advice from a Handy Man....

Wife texts her husband on a cold winter's morning: "Windows frozen, won't open." Husband texts back: "Gently pour some lukewarm water over it and gently tap edges with hammer."

Wife texts back 5 minutes later: "Computer really messed up now."

Thanks to the RG141 Ohio Newsletter



At the Banquet in January, Don Ingersoll won the \$45 cash drawing. But, as it turned out, Don told us to put the money back into the jackpot. So our drawing at the Feb. Show 'N Tell was for \$50. Fred Salsburg was drawn, but he wasn't there, so the jackpot grows to \$55 at the Spring Fling.

The Greyhound Express
P.O. Box 30353
Rochester, NY 14603-0353



Greyhound Express Editor: Frank Scheidt	40ford@frontiernet.net
Website: www.wnyrg.org	585-637-8863

WESTERN NEW YORK REGIONAL GROUP EARLY FORD V8 CLUB OF AMERICA

OFFICERS

President:	Milly Scheidt	585-748-1604	millysch@frontiernet.net
Vice Pres:	Mark Moriarty	585-786-2876	mkansas32@yahoo.com
Secretary:	Nancy McNair	585-786-2876	mkansas32@yahoo.com
Treasurer:	Pat McFarlane	585-752-2231	dpatmcfarlane@gmail.com

SUNSHINE CHAIRPERSON- JACKIE SWETT 585-352-5972 travelingthreads@rochester.rr.com

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