



The Distributor

"Since 1970"



June 2010

VOLUME 40, NUMBER 6

HOLYOKE "DANDELION DAZE" TOUR JUNE 18-20, 2010

By Merrill Newman

It's nearly time for our 4th Annual "Dandelion Daze" tour to Holyoke. Interest in this late Spring run just never goes away.....as of May 4, twelve of the fifteen rooms reserved at the "Golden Plains Motel" (970-854-4782, 800-643-0451) have been taken. I'm told a few additional rooms may be available for callers in early June. If you plan to go and have not yet made reservations upon receiving the June "Distributor", call now. Lodging is also available at the Burge Hotel (970-854-2261).

As usual, we will depart from the Flying J Travel Center in Aurora Friday, June 18, 9:00 AM sharp. We will take the very same route to Holyoke as last year through Bennett, Prospect Valley, Wiggins, Orchard, Goodrich, Weldona, Ft. Morgan (*lunch at the "Country Steak-Out"*), Brush, Sterling and Haxtun enroute to Holyoke. We'll arrive in Holyoke around 4:00 PM, in time to refresh before joining the Community Cookout on the Phillips Country Courthouse grounds at 5:30 PM. Tickets for the cookout will be included in your registration packet. Saturday, June 19 is primarily the "Show & Shine" 9:00 AM - 4:00

PM. Many other activities are available throughout the day; sidewalk sales, city-wide garage sales (*maps provided*), the Chamber luncheon mid-day on the courthouse grounds and more. You are encouraged to visit the Phillips Country Museum just a block from the courthouse. If you've not done so before, you will be surprised and impressed.....one of the best community museums we've visited in our travels, including a large transportation exhibit.

Saturday night is dinner on your

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MEETING NEWS

Thursday, June 3, 2010

7:30 pm

Denver Design Center

Program: Automobile Appraising

By Steve Bennett

Our June speaker will be Mr. Gary George, an Accredited Member of the American Society of Appraisers who will give a short presentation on automotive appraisals for any purpose. Gary has extensive knowledge and training in Auto appraisals and will give a lively and informative talk to the club.

June Seminar – Steering Columns

By Dick Fell

The June Seminar will on June 5th and will be held at **Bill Moore's**. The subject will be steering columns including the horn button and light switch but mainly the disassembly and reassembly of the whole steering column and steering wheel. Bill will show how to check the operation of the on-off switch and column locking mechanism. He will also discuss removal of the steering wheel and horn button. There are a lot of parts here which must fit together just right for everything to work properly.



Coffee and donuts as usual, with the seminar beginning at 0900. To get to Bill's -- go south on Parker road to Arapahoe road and turn left (east) and go to the second stop light which is Richfield Street. Turn south on Richfield St. and go thru two stop signs and turn right (west) on Quintero St. Bill's house (7251 S. Quintero St) is on the corner just as Quintero curves back north.

Prez's Message

Simple things aren't really so simple after all.

One letter or space in the wrong place on an email address and the recipient never gets the email or the attachment. One wrong date on a calendar and you've now missed the event that you wanted to attend. Good communication between people is still a simple and very important part of our lives if done correctly. Club functions and events that a person looks forward to every year happen because the simple details are carefully followed each time.

The club auction must be an event that the club members want to see continued because even though we don't have a volunteer to coordinate the activity, we have a volunteered location. **Arnel Kimmett** has graciously said that we could use his home for an auction location if there is to be one for 2010. We need more simple actions like this for the auction to be a continued tradition. Is there anyone out there that would like to assist Arnel? We'll see. Jay

Board Meeting Notes

Tours: June tour is the Holyoke tour. The July tour is the club picnic. **Casey Hayes** has investigated the use of the Elks Club facilities. The picnic will be held at the Elks Club in Westminster. For a reasonable fee, we get the use of the pavilion, tables, chairs, restrooms, cooker and trash barrels. A question regarding the combining of the club auction and the club picnic was discussed. (Note the combining will not take place.) We still need a lead for this effort.

General Meeting Programs: We are still looking for a chairman to organize and spearhead this effort, as well as program suggestions. If nothing else comes up, we do have DVD programs available.

Seminars: The June seminar will be hosted by **Bill Moore** and will discuss steering columns.

All Ford Day: President Svigel has been investigating the possible of Sheridan High School, located at Federal and Oxford. This location

has lots of display area and parking for attendees. Attendee parking would take some directions, being located at a near by school. There will be a \$300 cost associated with use of the high school grounds (Clement Park cost \$1500). Electricity is available as are the restrooms (no porta-potty cost). The club needs to provide a letter of insurance liability in order to use the grounds. Jay to talk with **Lou Mraz** regarding this. Sheridan High School is still in the south part of town, (like Clement Park), and the September 12th date is open. After discussion, **the Board voted to authorize** President Svigel to proceed with the use of Sheridan High School and adjacent facilities for All Ford Day.

ROSTER UPDATE

Harry Lindsay email correction: In his email address, change "Lindsey" to "Lindsay"

The Distributor

Is a monthly publication of the **Early Ford V8 Club of America**, Hi-Country Regional Group, a non-profit club founded in 1970, dedicated to the restoration and preservation of Ford Motor Company vehicles manufactured from 1932 to 1953. Contributions of articles, photos, cartoons, sale or wanted items, etc., are welcome and may be mailed to Brad Hunsinger, 5670 S. Kalispell St., Centennial, CO 80015, 303-693-0956, or email brhunsinger@msn.com

EARLY FORD V8 CLUB OF AMERICA, HI-COUNTRY REGIONAL GROUP

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Patti Jantz Remembrance and Celebrations
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EFV8 Hi-Country Regional Group
P.O. Box 3137, Littleton, CO 80122
website: HiCountryV8.org

Final Reminder

All articles, pictures, wanted or for sale ads, etc need to be received by me by 13 June to be included in the July newsletter. Thanks...
Brad

1940, 1941, 1942 Fords

Some consider the 1940 Fords as the best looking Fords ever built -- so much so that the DeLuxes in particular have long been coveted collectibles. Sealed-beam headlamps arrived, as elsewhere in Detroit, - neatly housed in more upright fender nacelles.

The fenders themselves were beautifully curved to complement body contours; rear fender skirts, long a popular accessory, imparted an even sleeker look. Standards carried a '39 DeLuxe-style vertical-bar grille. DeLuxes bore a chromed horizontal-bar center section flanked by painted subgrilles in the "catwalk" areas between nose and fenders.

Nineteen-forty was the last year for the little-loved V-8/60 and the first for a Standard-trim wood-body Ford wagon. Yet despite a broad model slate, pretty styling, and prices in the \$620-\$950 range, Ford trailed Chevy in model-year output by a substantial 222,720 cars. Ford had been "USA-1" for 1934-37, then bowed to Chevy by about 55,000 for recession-year '38 (410,200 to 465,000-plus).

Some dealers had been disappointed in Edsel Ford's new Mercury, feeling a six-cylinder Ford would have been a better idea (which was, in fact, the original concept). Edsel promised a six, then had to reckon with his father. But Henry approved it in one of those strange turnabouts for which he was infamous. Edsel went to work, and the new L-head six bowed for 1941. With 226 cid and 90 horsepower, it had five more cubic inches than the V-8 and a like number of extra horsepower -- a bit embarrassing.

The '41s were the biggest, flashiest, and heaviest Fords yet. Wheelbase stretched two inches to 114, bodysides ballooned outward, and a stouter frame contributed to an average 100 pounds of added curb weight. Styling was evolutionary, with wider, more-integrated front fenders; a busy vertical-bar grille with tall center section flanked by low subgrilles; larger rear



Ford stepped up the competition against Chevy with models such as this 1940 Deluxe Ford Convertible.

fenders; and more-rakish coupe rooflines. The lineup expanded, too: low-priced Special, midrange DeLuxe, and new Super DeLuxe, all offered with either six or V-8. Prices ranged from \$684 for the six-cylinder Special coupe to \$1013 for the V-8 DeLuxe woody wagon -- the first factory-built Ford to break the \$1000 barrier.

But none of this did much for sales. While Ford's total volume improved to near 691,500, it remained about two-thirds of Chevy's, which went up even more, to slightly over a million.

The 1942 Fords gained a lower, wider, vertical-bar grille surmounted by rectangular parking lamps in the vestigial catwalks. The V-8 was pushed up to the same 90 horsepower as the six -- likely by the stroke of an engineer's pen. If the V-8 had to cost more, Ford reasoned, it should have at least as much power, even if only on paper. Specials were now sixes only, but the lineup was otherwise unchanged. Prices were hiked about \$100 throughout. Ford built just 43,000 cars from January 1 through February 2, when the government ended civilian production for the duration of World War II. At that point, Ford's 1942 model-year total was just shy of 160,500 cars, versus Chevy's quarter-million-plus.

Solving the Car Storage Problem

By Casey Hayes

One of my co-workers on the Railroad loved old Chryslers. He had a special affinity for sedans of the 70's vintage. He adored these 'Yank Tanks' but would only pay a limit of \$300 for one. Unfortunately his wife limited themselves to a two car family. Reluctantly she agreed his car could be an old Chrysler to drive to work. His wife owned a small beauty shop in Westminster and Glenn worked the afternoon shift with me. He had days off in the middle of the week and her shop was closed on Sundays. He liked the arrangement with the odd hours and days. One day he bought a Chrysler for cash (no paper trail for his wife to check on) and parked it down the street from his house. Then came a 70 Windsor sedan, a 69 Imperial, a 71 Saratoga, a 68 New Yorker and a 71 Crown Imperial. Fortunately Glenn lived in the older part of town where houses are built on blocks in the grid

pattern, thus allowing parking on corner side streets. On his day off, usually a Tuesday, he would rotate them up one location and then drive the oldest one to work



1969 Chrysler New Yorker

for a week. This he called his 'shuffling' day which helped keep the batteries charged. Glenn would license a car but would only insure just one. He reasoned if stopped, the officer would not recognize the differences in the models. Sometimes, jokingly he would call his wife "El Domino". She had seen the movie "PATTON" three times. One day he mentioned that he would be on vacation for two weeks, since El

Domino wanted to visit her mother in New Jersey. She refused to fly, and needed Glenn to help drive. His big worry was about how he would get the cars shuffled. Every car collector needs a 'parts car' and Glenn bought another Chrysler. One day he drove it to work, He had removed the good tires for bald ones, taken out the battery for a marginal one and stripped the car of accessories. It belched blue smoke like a diesel switch engine on a cold morning. That evening I gave him a 'jump start' and he drove the car to a parking spot near the Westminster Police Station, removed the plates, left the keys in the ignition and walked home. Since it was not titled, Glenn considered it an anonymous gift to the city. Glenn enjoyed driving his Chryslers around town to the bank, post office, etc, but never to his wife's beauty salon.

OLD CAR COUNCIL OF COLORADO NOTES

Legislative matters: Leo Boyle reported that House Bill 10-1212 has been passed by both the House and Senate and now is on Gov. Ritter's desk for signature. (Note: Jim Nielsen reported at the May general meeting that the bill was signed.) This bill provides for a mechanism by which the director of the Dept. of Revenue can determine exemptions from the late registration penalties which were established last year. Another bill, HB 10-1211, is likely to pass and this provides exemptions for certain trailer late registration penalties.

A question from the floor asked if the 1975 cut-off date for eligibility to register for collector vehicle status might be reconsidered, as this often affects younger car hobbyists. Keith Hall defended the compromise that had to be made last year to avert more restrictive limitation (or complete elimination) of collector series registration. At issue has been the perceived abuse of the emission inspection exemption by older vehicles in regular use in Denver while the area is in non-compliance with air quality standards.

Leo reported that Senate Bill 10-075 provides a registration procedure for collector-owned military vehicles. The legislative session will end on May 12.

HOLYOKE TOUR

(Continued from Page 1)

own with several options available. Among the better choices are Kardales's Restaurant, a very good Subway with hand scooped ice cream available (*always a popular stop*) and a Chinese cafe (*in Holyoke??*). Several of us tried the Chinese place last year and were very well pleased.

Heading back Sunday morning, for those who do not leave before dawn, we'll stop for breakfast at T.J. Bummer's in Sterling. Bummer's is another place we've come to look forward to each year, as their "*comfort food*" is outstanding. We're never certain if this event is a people tour, a car tour, or a food tour!

Hope some of you who not had the Holyoke Tour experience will join us this year. Northeastern Colorado is green with new winter wheat and pasturelands green from the Spring rains, the temperatures balmy and the highways lending themselves to excellent touring in your early FoMoCo iron (and a couple of Chevys thrown in for general interest :-)

Call me anytime with questions (303-366-9496) or merrillnewman@comcast.net

Welcome New Members

Abe Jones and his wife **Debra** own a '33 Chevy Pickup and a 1950 Chevy Sedan. They live at 8521 W. 32nd Avenue in Wheatridge, CO 80033. Their phone number is (303) 232-9458.

Michael Tobiasson owns a '50 Custom Deluxe Fordor. He lives at 8354 Crest View Drive in Parker CO 80138. His phone number is 303-840-3519.

Tommy Newnes has been seen at a number of club events and was part of the team that constructed the V12 engine highlighted at the February seminar. He lives at 11351 Leyden St in Thornton, CO 80233. His phone number is 720-629-3423.

Please be sure to give them a nice welcome (yes even the Chevy owners – just kidding Abe...) at the first chance and encourage them to participate in club activities.

Flathead Logic Answer

By Gary Loptien

The May newsletter posed the following logic problem involving Ford and Mercury drivers.

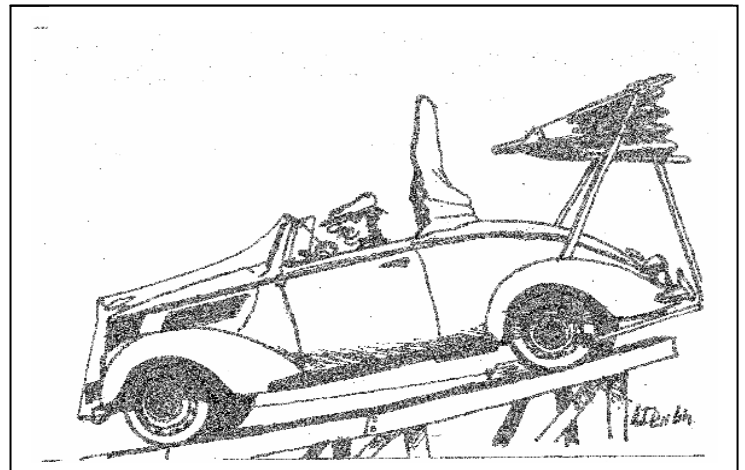
Four Hi-Country Early V8 Club members at a car show are talking to a judging official. "Tell me about your cars", the official asks. Since Ford drivers always lie and Mercury drivers always tell the truth, Tom replies, "All of us drive Fords". Charlie says "No, only three of us drive Fords". Bernie, who really knows about Fords says "No, only two of us drive Fords". Dennis says, "No, only one of us drives a Ford". Who drives what?

Tom must be a Ford driver. Why? If he was a Mercury driver, he would not say he was a Ford driver (Mercury drivers always tell the truth). So, because Tom lies (Ford drivers always lie) we know he is a Ford driver. Because Tom says, "We're all Ford drivers" and Tom lies, we know that at least one is a Mercury driver.

Bernie must be a Ford driver, too. Why? If he were telling the truth, either Charley or Dennis would be Mercury drivers, which is impossible, because both of their statements conflict with Bernie.

Dennis must be a Ford driver. Why? If he were telling the truth, both Charley and Bernie would be Mercury drivers, which is impossible. Charley and Bernie's statements conflict with Dennis's statement.

So Charley is the one who drives a Mercury.



Getting better gas mileage is just a matter of ingenuity.
Cartoon by Larry Durlin.

Ford Rolls Out New Police Car

Ford Motor Company wants to remain top gun in the U.S. police car market with a new cruiser due out next year, but its competitors are in hot pursuit.

Ford revealed its new Police Interceptor sedan on March 12, 2010. The car, based on the Ford Taurus, will replace the Crown Victoria-based cruiser at the end of 2011. Many police departments would be glad to get rid of their Crown Vics for Ford's new Taurus. It looks better, gets better gas mileage and it's faster and safer.

It's not a car for the faint of heart. The Police Interceptor has anti-stab plates built into the front seats to protect occupants from attacks, vinyl rear seats and floors that can be hosed down, and available bullet-proof doors.



However, the new Taurus lacks some features that the police have come to love in their current cruisers. For nearly 20 years now, the Crown Victoria has become popular with police departments around the nation for its reliability, toughness and utility.

WANTED OR FOR SALE

FOR SALE: Contents of Timora's 1300 sq.ft. garage. Large & small power tools, 100's of hand tools, automotive supplies, car parts, and lots of misc. Sale for car club members. Sale June 24th-25th-26th Thurs- Fri- Sat 10 a.m. to 5 p.m. at 6889 Benton Ct. Arvada, 80003. Call John for more details---303-420-2991.

CRUZIN' HAVANA

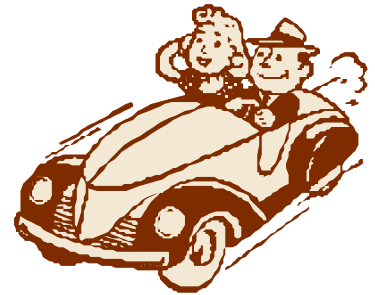
The in-town tour for June will be the Cruzin' Havana Car Show and Poker Run as sponsored by the Old Car Council of Colorado. It will be held on 19 June 2010 from 3 - 9 P.M. There will be four Festival sites along Havana Street, 6th Avenue to Dartmouth in Aurora. No entry fee, free event. Bring a toy for the 4X4 clubs/Marine's Summer Toy Drive for Toys for Tots.

This modern Cruise will be a dynamic event with the display cars and spectators moving from event to event (Festival sites) as the owners visit, show off

their cars, eat dinner, and watch others cruise. There will be entertainment (Disc Jockeys) as well as food vendors and sponsor activities at each Festival Site. This type of cruise (or cruise-in) has become very popular over the past few years in the Denver area.

The cars attracted to a cruise are vintage or classics (original 1920s -70s), street rods (modified pre 1948) and American muscle cars (1960-1974).

The OCCC is looking for volunteers to help at the Festival Sites (contact Dick Thompson at Thompson6600@cs.com for information). There will be a signup at the next general meeting. (Note that there will be a free dinner for volunteers on Friday June 18.) For information contact Jim Nielsen at 303-757-7924 or Larry Durlin at 303-427-1513.



Real Fords don't leak oil – they just mark their territory...

Good Turnout For May Seminar

A good gathering of club members were on hand to listen to **Don Whissen** give a history of the early days of the Ford Motor Company. This history covered the early days of company startup through the production of the Model T. It covered some of the early models, prices and disagreements of the shareholders over the direction of the company. The history was also accompanied by his tale of adventure of his 10,000 mile round trip from Colorado to Texas to above the Arctic Circle in Alaska and back in his 1914 Model T. He made the trip with fifteen other Model T's from around the U.S.



May seminar host Don Whissen describing some features of his 1914 Model T.

**Treasurers Report
Early Ford V8 Club,
Hi Country Regional Group
Balance Sheet to May 15, 2010**

Initial Checking Balance	\$7,137.78
Income:	
Garage Tour	\$68.00
Memberships (4)	\$140.00
Potty Fund	\$2.00
Total Income:	\$210.00
Expenses:	
March, April Distributor:	\$85.70
Stamps for Distributor:	\$44.00
40th Anniversary Dinner Deposit	\$200.00
Cards & Stamps	\$17.60
Community Ahead (9 mo. Website)	\$243.00
Flathead's Club Donation	\$150.00
AFD Deposit (Sheridan School Dis)	\$300.00
Roster Mailing Supplies/Stamps	\$122.20
Total Expenses:	\$1,162.50
Current Checking Balance:	<u>\$6,185.28</u>
CD BALANCE: (Int through 5-14-10)	\$15,930.15

MILITARY MEMORIES

By Charlie Clark

You guys take orders very well. I would lead you guys into a desperate battle anytime! Oops - that was General Patton's line. In any event I am getting some nice stuff in for the July program on the military service of club members. The ranking officer among us will lead us in The Pledge of Allegiance to kick off the program. Do you know who that is? This is a patriotic time of the year so wear some red white and blue and if you have a piece of military gear that you can still get into, then wear that. Do not bring any 45s, M1's, carbines or Thompsons. You did save a hat didn't you?

I will be gone until June 8 but you can still mail your service history to me or better yet email it to me at flatheadeng@comcast.net. The more pictures the better. If I don't get a picture from you I will give your wife a call - she knows where to find them. Some of you may have had quasi military service as a civilian. Let's hear about that also. Any gals have service time? This will be a real fun program as we look back at the past. Some of the pictures I have now are really great. Well Sara and I are off to Munich and high school graduation. Hope I have a pile of stuff waiting when we get back. At ease.

COMFORT AND CONCERN

It's good to hear that **Don Joy** and **Bobbie Wolff** are doing better and are home after stays in the hospital.

Westminster Car Show – Call for Cars

By Patti Jantz

There is a car show in Westminster scheduled for 10 a.m. to 2 p.m. on Saturday June 26th at a preschool located at 4147 W. Main Street (close to 120th and Sheridan). There is a large parking lot and it will accommodate a lot of cars. This show will be for one of our long time members' granddaughter. If you can make the show, please contact Dovie Starr at 303-422-1884 or Patti Jantz at 303-795-8444 so we can give them a count of how many cars to expect. They are planning a Hawaiian theme, so feel free to dress in Hawaiian attire. Should be fun...

THE DISTRIBUTOR

EARLY FORD V-8 CLUB

HI-COUNTRY REGIONAL GROUP

website: HiCountryV8.org

P.O. BOX 3137

CENTENNIAL, CO 80122



CALENDAR OF EVENTS

(*) Indicates Points Event

JUNE 2010

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	*Membership Meeting 7:30 p.m. Denver Design Center 3	4	*Garage Seminar Steering Columns 5
6	7	8	9	10	11	12
13	14 Flag Day	15	16	17	*Holyoke Dandelion Daze Tour 18	*Holyoke Dandelion Daze Tour *Havana Cruise Tour 19
Father's Day 20	21	22	23	24	25	26 Westminster Car Show
27	28	29	30			