



The Distributor



Newsletter of the Hi-Country Regional Group #28 Early Ford V8 Club of America

HiCountryV8.org

March 2017

VOLUME 47, NUMBER 3

Our meeting place is the Denver United Church located at 660 S. Broadway Denver Co.
Meeting held the First Thursday of the month at 7:30 p.m. No meeting in January
Should you like to go to Board meeting contact President for location.
Remember when sending mass e-mails do them BCC to protect e-mail addresses.

President Message

Hello V8ers,

Hoping the weather will cooperate so that we can get our vehicles out to all the Tours this Year.

I am hoping that we will have a big turnout of vehicles so that we can take photos to send to the National Magazine. It seems that they look for activities/photos/text of tours or club functions to print. My plan is to use a "thumb drive" then send it to the editor for easier insertion into the magazine. We are still without a Corresponding Secretary and I hope someone in the club will step up and take the job. In regards to the club, please keep in mind that the more you participate the more you will get out of it.

Our chairmen are doing a great job with setting up seminars and tours. If you have any suggestions please get in touch with them or me or bring it up during the meeting. The Garage Tour will be upon us soon and we need hosts and garages to go see. So don't be shy, help us out!

President , Bernie Arellano

Comfort & Concern

The following members are in our thoughts & Prayers for medical and other issues.

Members Passing in 2017

Al Starr & Robert Adair

Mary Moore has cancer

Inside This Issue

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For sale
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No new members

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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 Len Harcourt, dead line the 18th of the month.

3534 Desert Ridge Cir. Castle Rock, CO 80108, 720-733-2446, or email len-mary24@outlook.com

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

2016 Officers & Board:

Bernie Arellano..... President
Gene Pastor..... Vice President
Patti Jantz.....Treasurer
Russ Newnes..... Recording
Empty-----Corresponding Secretary
Gordon Snow..... Board member
Abe Jones..... Board member
Dennis White..... Alternate

Chairmen:

Gordon Snow Membership
Dick Fell..... Seminars
Jim Hatfield..... Tours
Jay Svigel..... Meeting Programs
Jim NielsenCCCC Representative

Newsletter/Web Site Staff:

Len Harcourt Editor
Jack & Pat Eakins..... Circulation
Ed Rockwell Photographer
Patti Jantz Remembrance and
Celebrations
Jay SvigelWeb Site/E Mail
EFV8 Hi-Country Regional Group
P.O. Box 3137, Littleton, CO 80122
website: **HiCountryV8.org**

The Club needs a Seminar

"Anybody who would like to help me choose a subject for a seminar Jim Nielsen will do it in April (no carbs or distributors -- he has done enough of those) please call me at (303) 945-5111 Dick Fell. He suggested a history lesson of the Ford automobile with the differences and changes as they occurred from year to year. Any other ideas -- call me or Jim."

Items for Sale

(1)Ford V-8. Overhead valve, 302 ci, (came out of a 1967 Mustang). Perfectly running engine when I got it; new bearings (rod and mains) standard bores -new rings, starter, and carb. For sale--\$2500; Dick Fell (303) 945-5111

March 19th Tour Rambler Ranch, 36370 Forest Trail Elizabeth Co 80107

Come and see the Rambler collection. If you haven't seen it you should. If you haven't been there for a while visit it again.

Cost \$20.00 per person. Meet there at 1:00 pm If you have questions call Jim Hatfield 303-877-2722

How to get there? Go thru the town of Elizabeth on Hwy 86 turn left on to county rd. 21 on top of hill. Go 2.1 miles turn right on to Forest Trail a dirt road. Then I believe the next second right .15 mi paved driveway and you are there.



March 4th Seminar at Herb Allie's

Directions From I-25 go East on Hampden Ave. to Tamarac DR. turn right (south) go three blocks to E. Kenyon St. turn left then take next right onto E Kenyon Ave. Seventh house on right. 8002 E. Kenyon Drive 303 771 0559

Arrival at 8:30 for donuts & coffee seminar at 9:00

Here's a little background on the Comète, some of which you already know.

The Comète was designed by Stabilimenti Farina and built by Facel Matallon, which later built the Facel Vega (featured at Pebble Beach in the late 1990s). Facel and Ford S.A.F., Ford's French affiliate, commissioned the design in about 1950, shortly after the CEO of Ford S.A.F. saw the Farina Mercury, which Henry Ford II had asked Stabilimenti Farina to build for his personal use.

The Comète was introduced in Biarritz August 17, 1951 and then at the Salon de Paris without the prior knowledge of Ford in the U.S. It was sold only by French dealers for Ford S.A.F. However, a few have turned up elsewhere in Europe, North Africa, Vietnam, and the U.S.

While the Facel Vega was built on a Chrysler chassis imported from the U.S., they built the Comète on a chassis designed originally by Ford in the U.S. and produced by Ford S.A.F. for the French Vedette model. Each Comète body was hand built, many with unique design features requested by clients. It was powered by the 60 h.p. V8 engine Ford had produced in the U.S. before The War.

In 1953, the New York Museum of Modern Art recognized the styling of the Comète by including it in Ten Automobiles, an exhibit of the ten most beautiful cars in the world.

The Comète Monte Carlo was introduced in early 1954 to help boost lagging sales at Ford in France and to add a more spirited offering. Introduction coincided with the Monte Carlo Road Rally which the car competed in for 1954 and 1955. The Comète Monte Carlo was powered by a much more potent 3.9 Liter 100 h.p. "Flat Head" V8 designed in the U.S. for the Mercury and used in many hot rods in the 40s and 50s. Transmission options included a 3 speed manual, 2 speed automatic, and 4 speed Pont à Mousson gearbox. Styling changes included a redesigned grill and added air scoop in the hood. At Ff 1,730,000 (US \$5,100), the price of a Comète was higher than any other Ford or Lincoln product in the U.S. and very expensive in the French market.

Sales of the Comète Monte Carlo continued for only seven months, until November 1954, when Ford sold its French affiliate to Simca. By that time, sales of the model totaled around 700. A few Comètes were also sold under the Simca badge into 1955. My 1954 Comète Monte Carlo is equipped with the original Pont à Mousson gearbox.

Trivia

Question:

William C. Durant founded General Motors but was quickly removed from power. What brand did he then form as revenge (of sorts)?

Chrysler

AM General

Chevrolet

Question:

What brand has been General Motors' largest volume seller since the 1920s?

Buick

Cadillac

Chevrolet

Question:

When was the ram introduced as the Dodge brand's mascot of sorts?

1930

1932

1950

Question:

Where did Walter Percy Chrysler work before founding Chrysler?

A bookbinder

A university

Buick

.

Question:

When was General Motors' Saturn brand first conceived?

1982

1990

1995

Question:

General Motors tried really hard to make the Saturn buying and ownership experience different.

What was unique about Saturn's actual cars?

They had a revolutionary everlasting new car smell.

They were made of plastic.

They were tested in outer space.

Question:

When did the Walter P. Chrysler Museum open?

1985

1999

2014

Question:

What was the purpose of the very first Jeep vehicle, as built by Willys-Overland?

Military transport during World War II

Military transport during World War I

Camping

Story Of Henry

In Henry Ford's 83 years, the world went from the horse and buggy to the microwave oven, Cold War and Polaroid instant camera. He was alive when Abraham Lincoln was assassinated; and when Bill Clinton and George W. Bush were born. He would have read Huck Finn as an adult (well, he probably wouldn't have, but that's another story) and The Jungle Book to his son Edsel (ditto); and could have watched Natalie Wood in a movie. And from the time he was a teenager, Ford was a part of all that change.

As an adolescent, Ford carved out a little machine shop on his family farm in Dearbornville –now Dearborn – Michigan, which would have been completely muscle-powered at the time. By 1878, at the age of 15, he'd built his own steam engine and soon apprenticed in Detroit's machine shops, working his way up to Chief Engineer at the (Thomas) Edison Illuminating Company of Detroit at the age of 30. Long before then, however, he'd started making cars. More or less.

With his wife Clara feeding in gas, Ford's first little "Kitchen Sink" engine ran in the family kitchen in late 1893; three years later, he had a larger version of the single powering a bicycle-wheeled Quadricycle. With its founder's urging, he resigned from Edison in 1899 to start the Detroit Automobile Company (which would eventually become Cadillac); went into bankruptcy 18 months later; started building racecars and won a race with Barney Oldfield driving; and organised the Ford Motor Company in June 1903.

By July 1903, Ford Motor Company was also near bankruptcy, but this time they sold an 8hp Model A for \$850, along with taking deposits on two others. Three cars a month was enough to stay afloat and they opened their Piquette Avenue factory in 1904. Two years later, the four-cylinder 15hp Model N was the best-selling car in America. The Model T debuted in 1908.

The drive that moved Henry Ford came at a cost. He did not care to be upstaged by employees and had what many called a dictatorial streak, especially as the 1920s and '30s went on, micromanaging every aspect of the company including, at times, his employee's private lives. He gradually surrounded himself with shady cronies and yes-men, driving away some of the most talented people in Detroit. Some have said that his son Edsel, Ford company president from 1919 until his death in 1943, was bullied to death by his father. Henry was certainly harshly and frequently critical of Edsel in public.

Ford was also a strange mix of pacifist and fascist. He attempted to hand out peace flyers with every Model T and during World War One, launched (literally) a series of Peace Expeditions to neutral European countries to try to end the war. Much international ridicule ensued, along with multiple obstacles related to sailing around Europe during the Great War. Immediately after, he began a dark persecution of Jewish people and Nazi sympathizing, which included buying a Dearborn newspaper and running a widely-cited crackpot 91-part Jewish conspiracy series; publishing the articles as a four-volume book and distributing it to his dealers (along with his newspaper). According to the New York Times, Ford was among Adolf Hitler's first foreign backers.

It won him one admirer: In 1938, Ford received the German Third Reich's Grand Cross of the German Eagle from Hitler, who kept Ford's picture on his Munich office wall. There is no question that his stature – people were talking about a Henry Ford Presidential run in the Twenties – greatly contributed to the rise of American anti-semitism.

In the early years, Ford's domineering industrial vision worked – he really was as smart as he thought and with a huge head start, he had the freedom to do things his way. But as competition mounted and the Model T became increasingly outdated, he was slow to adapt and quickly lost ground to General Motors. In fact, when he finally found the need to end Model T production in 1927 – the same year television was invented – production had to switch completely from their Highland Park factory to River Rouge. There were literally no facilities for making anything other than the Model T.

Despite the new Model A, accessible 1932 V-8, Ford's enduring popularity and success, General Motors took a large share of Ford's market share, and remained the top seller for many years to come. Ford returned to the company presidency briefly after Edsel's death, before nominating his grandson Henry II to the position and finally retiring in 1945. Continue on next pg 9



Electro-Vac the electrically operated vacuum pump - The period correct "fix" to the windshield wiper problem for your classic Mercury

If you own an early Mercury or Ford as I do (1953 Mercury), you have the vacuum wiper motor built by Trico, that was installed by the factory in your car. (Picture 1.0). Those of you that live in the flatter portion of the US, the wiper worked well enough until you get caught in a rain storm and want to pass the car in front of you. Then you pushed on the accelerator and your wipers stopped in place on the windshield. Not exactly what we have come to expect from our wipers today. My issue is that I live at 8,300 ft and since most of the shows and cruises are in the Denver area, when I come home I am climbing 3,000 feet in a 13 mile stretch of the highway. So the accelerator pedal spends most of the time closer to the floor. If it was raining, I relied on Rain-X to do the job of removing the rain from the windshield. Little known fact, Ford offered electric wipers in their trucks as early as 1948 (Picture 1). A little over a year ago, I was at the Tri-State Swap meet in Denver, with the goal of seeing if I could find said electric wiper motor and brackets with the thought of installing them in my Merc. As I went through the swap meet I asked if anyone had the early electric wiper motors and one vender said he did. He returned with what turned out to be the Electro-Vac vacuum pump. (Pictures 2&3). I really had no idea what it was from but I asked the price and when he said \$10, I thought how could I lose at that price, so I bought it. . After installing it I turned it on and low and behold, I had working wipers again. So the next time you are in the rain with your classic car and the wipers stop, remember there was a fix created by Trico back in 1948 (I have a copy of the original drawing for the bracket dated 8/3/48). The next time you are at a swap meet or on E-bay, (they come in 12 volt and 6 volt models), keep an eye out, they are not hard to install and they do work.

Roy Lange

EARLY FORD V8 CLUB HI-COUNTRY REGIONAL GROUP

Board Meeting January 25, 2017

The meeting was held at President "Bernie" Arellano's residence. The meeting began at 7:02 pm.

Present : Arellano, Jantz, Pastor, Snow, Jones and White.

Absent: Newnes

Guests: Rockwell and Fell

The meeting began with the reading of the December Board minutes. Jantz made a motion to approve as read. Motion approved.

The treasure's report was presented by Jantz and was approved as presented.

A motion to finalize the 2017 Club Roster for members paid by January 31, 2017 was made by Jones.

Membership not paid by January 31st will not appear in the new roster in order to reflect the current status of the Club. After much discussion, motion was approved.

Appointment of Corresponding Secretary was discussed. Members have been disappointed in lack of coverage by National "V8 Times". Bernie advised that Jay Svigel suggested that activities submitted to National be sent in digital form i.e. "thumb drive" to reduce their workload and enhance the chances of publication. Bernie will follow up.

The February tour will be at the Colorado Railroad Museum on Sunday the 19th at 1:00 pm sponsored by Jim Hatfield tour chairman.

Seminar chairman Dick Fell advised the March 4th seminar will be at Herb Allie's and presented by Bernie Sawin. The April seminar is scheduled to be at Mike Nichols covering the history and restoration of the "Odd Rod".

Dick also advised we can expect that all seminars will be on the first Saturday after the monthly general meeting.

A proposed change in general membership meeting times will be presented to the Club at the February 2nd meeting. Start time of 7:00 pm rather than 7:30 has been suggested. Bernie needs to check for approval with the Church.

A new "Call List" has been provided by Len Harcourt to notify members of significant events or changes to scheduled Club activities. Those members who have not provided an "e-mail" address will be called by designated board members and everyone else will receive an "e-mail".

Patti Jantz made a motion to donate \$50.00 to the Michael J. Fox Foundation in remembrance of Larry Happel. Motion passed.

Eddie Rockwell advised the Western National Meet will be in Salem, Oregon September 11th thru the 14th.

Gene Pastor advised that next years Installation Banquet is scheduled for January 20, 2018 and this years Club picnic will be held on August 27th.

The Board will meet on the last Wednesday of each month for the foreseeable future to avoid Board member conflicts. The next meeting will be held on February 22nd at the Arellano residence at 7:00 pm.

Respectfully Submitted,

Gordon Snow

Secretary pro tem

From pg 6

Henry Ford, for all his failings, was remembered and beloved for his successes. In 1946, over 50,000 people attended his 83rd birthday celebration at Ford Field, the year before his death. He was equally reviled as he fought unions mercilessly, but also instituted a generous eight-hour day and \$5 daily wage. He broke the Selden Patent on automobiles and established the Ford Foundation, which still gives away over \$600 million in grants every year. He was close friends and partners with Edison and spent \$1.5 million on electric cars, only to throw it all away when a deal with Edison for Model T batteries fell apart.

Few people since the Founding Fathers have changed the country like Ford; and the very physical landscape of modern America is in large part his doing. As a man, he was as flawed and human as any of us; as a visionary, he was truly a force of nature. Presented by Dennis White



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HI-COUNTRY REGIONAL GROUP

website: HiCountryV8.org

P.O. BOX 3137

CENTENNIAL, CO 80122



CALENDAR OF EVENTS		(*) Indicates Points Event		March 2017		
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	*General Meeting: Denver United Church 2	3	*Garage Seminar: Herbs Ford Comete 4
5	6	7	8	9	10	11
12	13	14	15	16	17	Distributor Article Submission Deadline: 18
*Tour Rambler Ranch 19	20	21	22	23	24	25
26	27	28	29 Board Meeting	30	31	
			10			