



The Distributor



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

HiCountryV8.org

October 2021

VOLUME 51, NUMBER 10

Our meeting place is Englewood Bible Church. 3190 So Grant St. Englewood Co. Meeting time is 7:30 PM. First Tuesday of the month. Parking will be on the east side of the building with the entrance being the East side. Entrance door to the right. Board meeting's the fourth Tuesday. Board meetings will also be at the church. Also, no Meetings in January.

President's Message for October 2021

Man! We have had some fabulous seminars and tours of late, Charlie Palmer's on the need for speed, covering Ardun's and Stephen's overhead conversion. The knowledge and wisdom present and displayed blows me away. The Annual Club Auction at the Wilson's, produced smiles, laughter and even the sale of some really vintage parts to say nothing of a really delicious lunch. Thanks Margo and Bob, your hospitality was much appreciated. More smiles were seen on Sunday the 12th at All Ford Day. The last number I heard was 191 handsome Ford's Mercury's and Lincoln's. Thank You Tom Webb for another stellar event. At our General Membership meeting on the 7th, Wes Johnson talked about his winning ways on the drag strip, with a couple more races coming up at Bandimere's. Neal East showed us some parts that got together that shouldn't have. It just reminds us that safety is always paramount as we drive our V-8's.

Our Fiftieth is at hand so lunch and fun will be had at Mount Vernon Country Club, on the 26th, so to see you all there. Mike, Arnel and Harry have a neat experience planned for us. Oh and I would be remiss if I didn't mention that it is time to think about running for The Board of Directors. Fresh new faces are important to keep this club vital as we journey along the highway of life. Help us make this club fun and enjoyable, remember this is your club too. One more thing, The Virtual Car Show in the July/August issue of the V-8 Times was spectacular, make sure you check it out.

Good Health and Good V-8ing to all of you. Nick

We have been getting a lot of new members this last month. I don't know who is approaching all these people, but keep up the good work!

New members are:

Jake Byrd. 303-885-3288

Carlton Fritz. 704-788-3753

Larry Christensen. 303-912-5918

Jeff & Becky Malwitz. 720-556-7557

Joseph & Tiana Cesare. 303-689-0488

Jim & Kathy Terpstra. 303-883-0030

Mark Howes. 720-229-2084

Welcome to Early Ford V8 Club to all of you!



Fellow members, we have started including the pictures from our club's seven-day tour of southwestern Colorado in 1981. This tour was organized by Mike Welch and Gordon Campbell.

I took a lot of pictures on that trip, so bear with me if you see too many of my 1940 coupe.

I'm just trying to include every stop along the way.

As the photos progress through each day of that week, I hope those members that drove on this great trip will send in their memories for inclusion in the Distributor each month.

Harry Lindsay

Comfort & Concern

The following members are in our thoughts & prayers for medical or other issues:

Lloyd Holcomb Having Medical problems

Leroy Rupp Still having problems after fall last year

Inside This Issue

P-1---- Pres message, new members past tours Story by Harry Lindsay

P--2 ---- Comfort & Concern, Anniversary notice

P---3—4 – Sept Seminar

P---5--- Club Auction

P—6—All Ford Day

P---7----- Picnic thank you, Seminars, & Paul Dozoretz

P—8—Bert Marsh & Christmas Party

P—9—10- Charlies' write up Seminar & Recap AFD

P—11----Looking back at past tour 1981 & National meet Info

P- 12-- Calendar-

Reminder---The upcoming 50th Anniversary Banquet for our club is coming up soon so if you have registered and paid, please remember the 26th. It's at the Mt. Vernon Canyon Club and the easiest way to get there is to take I-70 West to exit 254, Genesee. Turn right and go straight 3-4 blocks thru the stone towers for Mt Vernon. Veer right and drive to the club. Watch out for speed bumps. Please arrive around noon and valet parking will be available. We will eat around 1:00. There will be a table set up for a display of photos of members through the years. Please feel free to bring any photos you want, including those no longer with us. Arnel

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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 & 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, deadline the 18th of the month. Address 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

2021 Officers & Board:

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Fred Hower.....Treasurer
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Steve Estep..... Seminars
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Jim NielsenCCCC Representative

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

Sept Seminar photos by Loren Helfenbein



Duane talked little about his experience with car. Bernie Sawin talked about his time at Lakeside. Charlie the introduced his brother Don Palmer or as people call him, Gene. He brought his Stevens flat head and what a beauty it was hard to explain all the work he had in it. One of the guests we had was Kent Hendershot he brought his Anglia race car nice car. Wes started his dragster sounded pretty healthy, then Kent started his also, very strong running Flat Heads. Gene started his and it ran like a flat head, all were fantastic. The seminar started to wind down with everyone leaving with a lot more knowledge about flatheads. I think everyone had fun with such a fun time. I want to thank Charlie for letting every to come to his shop and put it on.

Thanks Steve, Dana and Pat for the food!

Thanks Abe

Sept Seminar photos by Loren Helfenbein cont:



Big picture for big heads



2021 Club Auction

At Bob and Margo Wilsons

Photos by Eddie and Steve

We had a great club event again today; it was the annual club auction at Bob and Margo Wilsons garage. This is a garage most of us would really like to have if we had the room. Bob opened up shop to all members and a few guests, plenty of room for all the parts to be sold and room for all the members as well. Lots of members showed up for coffee and donuts early in the morning we visited for a while then Arnel decided it was time to start and we took off like a herd of turtles because it started off slow. In the start there were lots of books to go through but then things started moving well. Arnel did the auctioning and Charlie Palmer was the runner holding the parts and delivering them to the buyer. Everything went well, the members were bidding and parts were being sold fast thanks to Arnel and his quick thinking. Eddie Rockwell took the pictures and Steve Kennedy wrote the information down. Patty and Deb were in charge of the money and accounting. I did not hear a final figure I hope it was good for the club.

We had a great turn out with 38 members, 3 guests and 16 cars were driven to the event. When the auction was over Bob and Margo put on a great feast for all that stayed. Hamburgers and Hot dogs where good, chips and salads tasted great after all the hard work every one did. Thanks to all the members for coming to this fun event. **Abe**

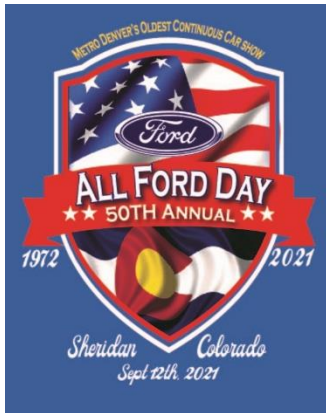


All Ford Day

Photos by AFD Steve Schweitzberger, Eddie and Steve K

Well today was another great day for our All Ford Day the weather was hot but cool at the same time great for a car get together. Last count we had 192 entries. They filled up the parking lot and then some. It's good to see all the people that have the same interest in cars. There were all kinds, years, models, makes, and colors. There were some clubs like the T Birds, Model T's and others I just did not the time to check out, unfortunately, I want see them all. All the club members that sighed up to help were all busy doing their jobs. Gene Pastor got there early and set up the pylons and then let the cars in to the parking lot which filled up pretty quick. Jim Hatfield was in charge of parking the cars. Jay was in charge of registration at the west end of the parking lot, Charlie Clark joined him later. Patty Jantz was doing the registration and handing out shirts, dash plaques to everyone. Deb was in charge of the door prizes which went slow for a while then at the end of the show things picked up and she managed to give everything away. All I can say is everyone did a great Job. Tom gave some great speeches and that keep everyone interested what was going on. I would like to say that Dick Fell was there and was walking with 2 canes and he looked good, hope to see him back soon. People were moving around so I hope I saw everyone in the club with my count there where 72 members at the show today, 46 cars. I had better stop rambling and get this to print. Again, I want to thank everyone for all the help and work they put in today. I want to thank Tom for doing another great job putting on this show. It was a great success. Thanks Tom.

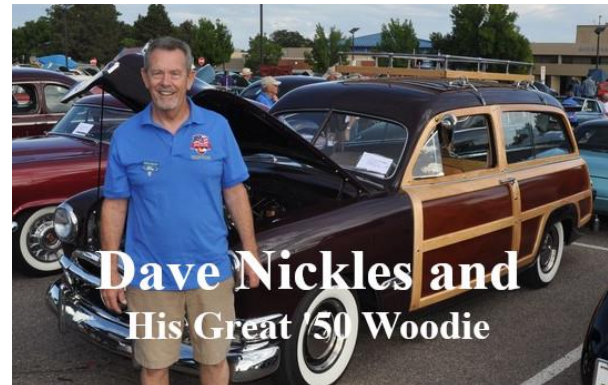
Abe and Deb



Tom Webb Making Announcements



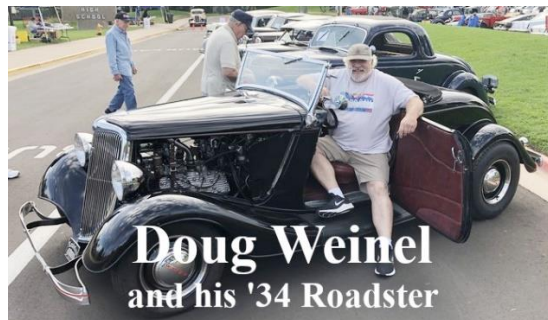
Bernie and Gordon
with Gordon's '35 Great Race Car



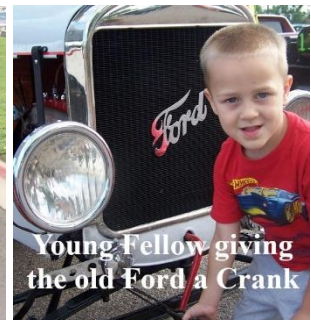
Dave Nickles and
His Great '50 Woodie



Mark Merrett
And his Hot Orange '36 Roadster



Doug Weinert
and his '34 Roadster



Young Fellow giving
the old Ford a Crank

Club Picnic

Good Day club members. Just thought I would let everyone know how Club picnic went this Sunday. To start out it was a great morning, few clouds, but as the morning went on the sun came out and made the day fantastic. The members started showing up around 8 am and we started setting up the tables. Steve and Danna Estep with the coffee and donuts. By that time more members came and the day went great from there. We had several Life members arrive and the cars started to fill up the parking lot. The parking lot was very business with member and spectators walking around. Eddie was business taking pictures of all the cars and members, I was checking in the members as they came in. It was nice to see all members and their cars back to being active after such a long time. About 11:30 the food arrived so I went up to let the food in the gate, we unloaded the truck. I put Deb in charge of the set up. I helped carry the food which there was a lot. I want to thank all the fine ladies who volunteered to help serve the to all of the hungry members. They did a fantastic job thanks to all of you. As the food was being set up, I walked around to see who all were there. I found some members we have not seen in quite awhile. I had a chance to talk to Dick Fell and Mercedes. He looks pretty good for as sick as he had been. Keep going strong Dick. I did make a mistake I was so busy I forgot to welcome him back sorry Dick. I had invited two people that came Deb and Jerry Gerome They brought both of Frank Sims 1940 and 1953 ford cars. . Deb is Franks daughter and son in law thanks for bringing them. I want to thank Michael Jacobs for the help parking the cars and Gene Pastor for the club Banner and pylons. That makes it easy for everyone to see where to park. Thanks To Duane Helms for helping Deb cover the tables. Every one ate well and all they wanted and when everyone was done, I said they could take the food home as we brought some containers for that purpose. Everyone got all the food they wanted. People started to leave. a few set around for a while. A good time was had by all. Again, thanks to everyone for all the help and for coming to this fun time. We had 95 people,32 cars 8 guests and we got 2 new members signed up Mark Howes and Jake Byrd welcome to the club.

Abe and Deb

PAUL DOZORETZ and TEAM JOHNSON rule at JULESBURG DRAGSTRIP

Julesburg Drag Strip hosted the TRI STATE HOT ROD REVIVAL for the sixth year. 551 vehicles competed in numerous classes. On Saturday 8/21 EFV8Club member Paul Dozoretz, driving his blown flathead powered roadster, started the day off as #1 qualifier with the best reaction time during the only time trial the class was allowed. Tom Waring, driving cousin Wes Johnson's Fuel Injected Flathead powered 1962 dragster went four rounds, winning the FH/IN class. Tom beat the blown flathead Anglia of Kent Hendershot in the final. Sunday, Tom was #1 qualifier with a .002 reaction time light. Paul battled his way to the finals eventually falling to Wes' 2nd car, the 1988 Fuel Injected flathead powered dragster, driven by son Mark.

Chance to see the High-Performance Flathead powered vehicles is winding down. The next drag race is September 18th at Bandimere Speedway, last race of the season will be October 3rd, also at Bandimere. Wes

Speedometer Seminar – Saturday October 9, 2021

Hosted by John Rullo, Deluxe Speedometer and Cable Service at 2330 S Kalamath St Unit A, Denver, CO 80223 Coffee and donuts at 8:30 AM, Seminar at 9:00.

Purchasing Cars and Parts Seminar – November 6, 2012 – Date to be confirmed.

Jim Nielsen host. More information next month.

Petrolbilia Seminar – Date TBD

Bernie Sawin suggested this seminar hosted by a collector of oil company signs.

Seminar Requests Please help out by suggesting seminar topics. There will always be somebody interested in the subjects that interest you. Maybe Randy Allen could do a seminar on, "How to precisely shape a beat-up fender back to its original profile." What do you think Randy?

Steve Estep



Vintage Drag Racing 2021 Schedule:

May 29 Bandimere
June 12 Bandimere
July 31 Bandimere *Qualify for FH/IN Nationals*
August 1 Bandimere *Eliminations FH/IN Nationals*
August 21 Julesburg *"Tri-State Hot Rod Revival"*
August 22 Julesburg
September 18 Bandimere
October 3 Bandimere

Flathead speed seminar – August

Attending members had an absolutely beautiful day to drive their cars out to Charlie Palmer's, the ultimate venue, for the speed seminar. Nineteen cars total were displayed. Abe's head count was 33.

Donuts and coffee were consumed as members checked out the four theme cars which were lined up next to each other in front of the garage/museum. The Ardun motivated 1934 Sedan Delivery, the Stevens powered 1934 3W coupe, the supercharged flathead Anglia drag car, and the Hilborn fuel injected flathead dragster. The gearhead socializing was hard to interrupt but the seminar started on time.

After everyone was seated Charlie congratulated Wes and Mark Johnson for their clean sweep at the Hot Rod Reunion drag races at Julesburg the prior weekend and their winning at Bandimere's earlier in the month.

Charlie started the seminar by pointing out to the group that seated amongst them was a hot rod legend. He read the following short bio.

"In his younger years he built a '32 Ford coupe that appeared on the cover of the April 1958 issue of Hot Rod Magazine. He later owned a legendary bronze '32 Ford roadster that was featured in several magazines such as Rod & Custom and Hot Rod. To top that off he owned the "Holy Grail of '32 Fords" the Doane Spencer roadster which he drove all around southern California. Being a in the hot bed of hot rodding in southern California he worked as a writer for Rod & Custom and eventually became its associate editor. Later he also wrote for Rod Action. If you go back and look through old issues of Hot Rod magazine you will see his name pop up regularly in photo captions. Today he drives that beautiful cream and red track roadster and has a rare '32 Ford panel truck. If there is a Hot Rod Hall of fame, he should be in it." "Neal will you please stand and be recognized."

Charlie stated that we were honored to have Neal East in our presence.

He then showed the group the April 1958 issue of Hot Rod with Neals 1932 Ford coupe on the cover and opened it up to show the photo spread.

Charlie put together a folder, to pass around, that had copies of the original Stevens and Ardun sales flyers which showed sectional views of the hemi overhead valve conversion heads and with additional information, copies of old speed equipment ads taken from period catalogs and magazines, a copy of the original bill of sale for his early Hilborn fuel injection, a table of the dynamometer runs for the Joe Abbin built 303 HP supercharged flathead in his 1933 5W coupe, and additional photos of Neal East's cars.

He pointed out that flathead speed merchants over the years have taken the flathead from "mild to wild". The mild version being the circle track 1938 Ford coupe sitting outside his shop. The wild version being the 653 HP flathead record setting Bonneville streamliner - Flatfire.

Charlie spoke about the ordeal he had to go through to prepare his Ardun heads for service. He explained how he teamed up with a tool and die maker with 45 years' experience in the trade to rebuild the badly worn rockers arms, make one rocker arm shaft stand, fabricate and machine one intake valve and one exhaust valve rocker arm. Photos of the fabricated rocker arms were passed around. Next, he explained how they modified the Ardun "cartridge fire" spark plug location to a conventional spark plug location in the combustion chamber. The procedure required precise machining in the head so a 18mm to 14mm brass bushing could be threaded further into the head than where the original 18mm spark plug seated. With the water jacket in very close proximity nerve racking care had to be taken.

Don Palmer, Charlie's brother, talked about how he obtained the extremely rare, made in Denver CO, Steven's overhead valve conversion heads. There are only three sets known to exist. Don's is the only set on a running motor. He spoke about the difference in design between the Ardun and Stevens heads, explicitly the more spherical shape of the combustion chamber of the Stevens verses the Ardun. The 90 degree splaying of the valves due to the more spherical chamber is why the Stevens motor is huge as compared to the Ardun. Cast iron construction vs aluminum and the multi piece rocker arm cover on the Stevens was another difference he pointed out. He explained the complex routing of the spark plug wires and the challenges of assembling such a rare piece. Where do you get gaskets for a one of three motor? He could not use the pistons that came with the motor because they were for high compression use, so a custom set had to be made. His hand out with a sectional view of the head also listed the specifics of his motor.

Next Wes Johnson spoke. He deferred to Duane Helms for the dragster's history. Wes presented to the group a very informative dissertation about his dragster and the trials and tribulations of stressing '39 Ford transmissions and banjo rears to their limit. He explained the replacement he came up with for the '39 crash box and the modifications to the banjo rear so it would withstand the horsepower he regularly socks to it. Questions to him were about the longevity of the motor and tires. Wes also talked about his very early Travis Hilborn fuel injection stating that it was the earliest flathead injection he had ever seen and had to come away it when he seen it for sale. His being like Charlies but earlier.

The next speaker was Eddie Rockwell. Eddie shared his experiences as a crew member on John Pachellos race team at Lakeside Speedway. John Pachello was a renowned flathead builder in the area for decades and a championship stock car owner. For all his hard work as a crew member John built Eddie a potent but reliable street motor for his 1940 convertible free of any labor charge. Eddie related that the motor has 70,000 miles on it and is still going strong. During a run at the Hot Rod Hill Climb one year Eddie stated that he kept the motor revved to 4000 RPM up the hill which resulted in a broken valve spring.

Doug Wiese followed Eddie talking about his 21 stud motor with a McCulloch supercharger. He related how several individuals helped him source the components that he used to complete the build. He wished he could have brought it to show everyone.

At the conclusion of Doug's presentation Charlie noticed that the seminar had gone twenty minutes passed the normal 60 minutes, so a break was taken with the intent of regrouping for a discussion of how speed seekers reverse the intake and exhaust ports. He had a bare 59AB block staged for the discussion. The regrouping never took place as everyone was enjoying each other's company, viewing the cars, and conversing.

Seminar cont

An additional feature of the seminar was a concert where alcohol was allowed. The first music performer was Wes. With Eric Brown at the controls of the dragster and Wes squirting alcohol into the injector stacks the music began. When that baby fired off the two dogs, Trouble & OD (Overdrive) went scrambling. The music continued for several minutes as the player warmed up. Then it reached its crescendo when Wes blipped the throttle. After a couple more ear splitting blips the fuel was shut off and the instrument gradually ran out of fuel and fell silent.

The next music performer was Kent Hendershot. The tempo was raised again when that 356HP monster, in the Anglia, came to life. Like before, the loud rhythm continued as the player warmed up. Then the cadence increased to an ear numbing snarl as Kent stabbed the throttle. The supercharger provided an instantaneous increase in beat. After a couple more stabs of the throttle the conductor shut the fuel off. The rumble slowly fell quiet as the fuel ran out. That was the last call for alcohol.

Everyone's ears were ringing at this point but there was one more performer to take the stage. A few minutes of silence was welcomed as Don removed the driver's side rocker arm cover from the Stevens hemi head. He then brought the "one of three" to life. With the rocker arm cover removed onlookers were able to observe the action and oiling of the long hemi rockers arms. They also observed the absence of spark plug wires which on the Ardun are front and center. The throb of the Stevens was mellow compared to the two previous performances. None the less it was music to a speed merchants' ears.

The Ardun was not fired. Most attendees had heard its melody at a previous seminar. Someone asked Charlie what he thought was the better design. Stevens was his answer. With a beautiful day at hand and a relaxing textbook setting the socializing, storytelling and visiting continued around the cars, in the museum, shop and in the shade of the large tree by Charlie's shop. Twelve o'clock rapidly approached so plans, by some attendees, were formed for lunch. Consensus for lunch was Santiago's in nearby Golden.

A good time was had by all.

Charlie Palmer

50th Annual ALL FORD DAY RECAP By Tom Webb

September 12th was another blue-sky day with just a few clouds and no rain. (For the 10th year!) We had 140 pre-registered cars for the show with 52 or more checking on the forecast and arriving after our September 4th deadline.

I gave charter members and past presidents of the club a free pass on the front row. These included: Joyce Comin '53 Merc for Rick (1972), Jim Nielsen 48 F1 PU (1977 & 96), Arnel Kimmet '53 Convert (1982), Bernie Sawin '36 3W Coupe (1984), Patti Jantz 1937 Fordor for Walt (1992), Nick Morstad '50 Merc Coupe (2001, 16 & 21), Jim Hatfield '39 Convert Sedan (2007), Tom Webb '39 STD Coupe (2011, 18 & 20) Doug Weinel '34 Roadster (2012), Bernie Arellano '32 Roadster (2017). The following presidents were in attendance without club cars: Casey Hayes, co-founder of club (1970 pres.), Mike Welch, co-founder of AFD 1972 (1973 pres.), Paul Seright (1998), Dick Fell (2003), Larry Rankine (2004), and Jay Svigel (2010). Thanks for participating! Don Palmer (Charlie's brother, drove his '34 5W Coupe (with the Stephens' Heads) from Colorado Springs to be on Special Display. Pretty unique display for our crowd (It being only 1 of 3 in existence, with Don's the only example being driven. Too cool! Thanks' Don for sharing! Also on the front row were Kent Hendershot's '32 3W with an Arden, Charlie Palmer's '34 Sedan Delivery Arden powered flathead and Tom Wentworth's '32 5W. A very nice display on Flathead Hot Rod speed equipment.

Sasha Vanderhoof (our honorary life member) has recently purchased a '34 5W Coupe and was with us for an inaugural appearance.

The Front Row was extra special! Thanks to you all!

Jim Hatfield (in charge of parking for 10 years) got the pre-registered cars down the east ramp. His parking crew of Nick Buccola, Dan Mullin and newer member Mark Merritt came to volunteer and boy did they!

Patty Jantz (AFD Treasurer) and friend Carrie, with help from Randy Allen and Karen Hansen, were at the East Registration Table, and sold apparel, gave out dash plaques, peanut give away, etc.

On the West Side Jay Svigel and help from Eddie Rockwell, Neal East, Charlie Clark manned that "day of" registration table. Jay put in a great, as usual, effort, but couldn't bring his Merc because it was loaded to go the next morning to drive to the Texas Tour. So, the tables and chairs he brought came in his truck and since he was out of sight and my mind, I forgot to mention he was President in 2010. Sorry Jay, and thanks for collecting the money!

Abe and Deb Jones did the door prizes – all day! Always makes my day easier! Abe got the trailers in their right spots at the beginning and end of day. Abe & Deb broke down tents, tables and trash boxes and are always great help.

All hands-on deck for clean-up, the show participants got trash in the boxes and Mark, Abe, Loren Helfenbein got them moved over, broken down to bags and Randy drove all trash to dumpsters in his '34 pickup. I thought departure went great and efficient!

I have to mention long-time AFD Business Card sponsors that I saw and talked to: Tony Heesacker (Block Shop), John Lister (Steer & Stop Shop), John Rullo (Deluxe Speedometer) Jim Nielsen (T's to T-Birds), Jim Hatfield (Remax) and Sam Jameson (Just Louvers),

Special thanks to Heidi Bartsch of Sheridan's Texas Road House who donated 300 bags of peanuts to our cause, along with 2 door prize meal packages – a very generous gal! If you go for a meal there ask for a Manager and thank them for supporting ALL FORD DAY! It will get back to her!

Our three vendors need to be recognized: Archies Dog House (Archie and Carol VanBeek) fed our crowd and have been with us for all 10 years. Mickey Froid "da Boogie Man" has retired, after 8 years, but came back for a visit on the 50th. Maverick Mike Shaug supplied his Rock 'N Roll/Country music after singing our National Anthem, was in his first year.

I reflect after 10 years as Chairman the main people who have made AFD a success are: **Brad Hunsinger** (all computer-generated material), **Patti Jantz** (Post Office collection, bank deposits, efficiency of organizing lists etc. and the AFD Treasurer), **Gene Pastor** (who was always my #2 guy, had 6 – 8 sponsors on the board, on the ground guy with cones and barricades the day of the show, and taking care of "issues" that developed.) My wife **Julie** who coordinated emails back & forth with Brad and put up with me! I thank you all!

I enjoyed doing all this for All Ford Day and my car friends or I wouldn't have done it 10 years! I told Mike Welch (AFD co-founder in 1972) about 3 years ago I would get it to the 50th and we are there! Someone else's turn. Good luck to future years of AFD.



Day 6. Heading to Placerville.
West side of the spectacular San Juan mountains.



Day 6. Chrysler 300 sitting in
abandoned Chrysler dealership in
Placerville.



Day 6. Abandoned Chrysler dealership in Placerville.

More info on the 2022 ENM.

Highlights:

- Tour the Grand Ole Opry
- Visit historic downtown Franklin
- Visit nearby Civil War historic sites
- Have dinner on the General Jackson Showboat

Forms and more info: www.2022enm.com

Contact for registration: 1-630-858-9474 or
registration@2022enm.com

National Meets

The 2022 Eastern National Meet will be held in Franklin, Tennessee (think the Nashville area) from June 1st thru June 5th. All the normal activities associated with a national meet will be included, with the addition of a possible bus trip arranged to attend a performance of the "Grand Ole Opry". All the details will be presented in a forthcoming edition of the V-8 Times --- and on the National Club website. But always keep in mind, especially this far out, that things can (and probably will) change a bit as the work to design and present the meet goes forward. I hope this answers your questions.

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			October 2021	
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
					1	2	
3 Bandimere Last event	4	* Meeting 7:30 5	6	7	8	9 * Speedometer Seminar	
10	11	12	13	14	15	16	
17	Distributor Article Submission Deadline: 18	Board meeting 19	20	21	22	23	
24	25	26	27	28	29	30	
1 BOO! 			12				