



The Distributor



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

HiCountryV8.org

Jan 2017

VOLUME 47, NUMBER 1

Our meeting place is the Denver United Church located at 660 S. Broadway Denver Co.
Meeting held the First Thursday of every 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.

News Letter Editor Message Hot off the Press

Happy Birthday club! This is our 47th year.

Starting Thursday Feb. 2, 2017 the General meetings will be the first Thursday of each month. When we started using the Church for our meeting place we asked them to let us know when Thursdays would open up. It has happened. It's THURSDAYS again. See you all for the General meeting on Thursday February 2nd.

Len



Ray Viurquez in middle. Recipient of the Scholarship award from the V8 Club.
His story on pg.10



Meet the new Board members Gordon Snow,
Abe Jones & Alternate Dennis White.

Comfort & Concern

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

Bob Bradley passed away. The service Already took place.

The following members missed the Christmas Party from being ill.

Ray Ziehm

Donna Mraz

Frank Sims

Inside This Issue

Pg.1 -- ---new board members

Pg.2 -----comfort concern/info

Pg.3 ----- Banquet/lost n found
Items for sale

Pg.4-5-----national tour

Pg.6-7---national tour

Pg.8----- Nat. tour /Christmas
photo

Pg. 9 ----Bert Marsh Award

Pg. 10 -- -Scholarship/ Nat tour

Pg. 11--- -Bert Marsh Award

Pg. 12---Calendar

No new Members at this time

February newsletter will have the two new board members and alternate updated to the right of this notice. On this calendar I have Jan 5th marked no meeting. This is a reminder to Prepare us for the change. Len

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 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

2017 Officers & Board:

Nick Morstad.....President
Bernie Arellano..... Vice President
Patti Jantz.....Treasurer
..... Recording Sec Russ
Newnes, Gene Pastor-----
-----Co-Corresponding Secretary's
Russ Newnes..... Board member
Gene Pastor..... Board member
Bernie Sawin..... Board member
Jim Hatfield..... Alternate

Chairmen:

Gordon Snow Membership
Empty..... 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 Installation Banquet will be held on Saturday, January 21st 2017 at
Applewood Country Club.**

Guest arrival/cash Bar-5:00 p.m. to 6:00 p.m., 6:00-7:30 Dinner Served, 6:45 p.m. Installation program. Entertainment from 7:30- 10:00 p.m. Menu:Top Sirloin, \$30.00, Chilean Sea Bass, \$23.00, Slow Roasted Chicken\$23.00. Includes salad, potato, veg, coffee, tea and dessert.

The entertainment will be a 50s-60s band

Location! 14001 W. 32 Ave. Golden Co. Take I-70 go north on 32 Ave. to roundabout. Do not go in Roundabout but turn right into parking lot.

VP announcements: Please get your 250 point sheets up to date. The lists of monthly events are in the 250 books for your reference. Be prepared to bring your year shields for the installation banquet. I would also like to thank Mike Welsh for his seminar on Ford numbering system. The hand outs are a good resource for future reference. As a last note, I would like to thank the members for their participation in the raffles at the meetings

By Bernie Arellano

Skiing Anyone ?

If you are interested in skiing with a V8 'er give Arnel Kimmett Or Greg Squires a call. They both have already been up and said it's great!



Lost n Found

I have lost my nice club jacket and I need the help of the club to see if I have left it at somebody's house, or garage or favorite restaurant? Maybe I'll be lucky enough that someone finds it?

Fancy club jacket with blue body, tan sleeves, with club logo on back and my name "Jay" on left lapel has been lost or misplaced. If it is found, please contact Jay Svigel at 303-777-4527 and I will reward that individual in some way. Thanks for looking. Maybe my new year will be rewarding. Thanks again

At this time there is not a Driving Tour or Seminar for Jan 2017

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

(2) Distributors & Fuel Pumps for 36 Ford, 6v elect wippers, coils & generator regulator, cooling fan & new fan Belt.

2 sets of door handles for 36, wheel cylinders & kits, 4 custom built wheels 15" 36 thru 39, 4 15" radial tires

2 south wind heaters, 3 1959 Ford radios (3 to make one), 2 16" 36 to 39 wheels. Walt Hume 303-233-0051

Thanks to those who have made purchases

The Great South Western 2016 National Tour

By Louis Mraz

The Great South Western National Tour is now pleasantly remembered history. Everyone who participated had a great time, as was obvious from the way they enjoyed the tour --- and their enthusiastic comments as the tour unfolded. This was, first and foremost, a long distance driving adventure built around great Colorado and Utah scenery. Every tour needs a good theme, and we had several. Ours were great driving, blue skies, sunshine, high mountains, deep canyons, red rock buttes and spires, and John Wayne country. The tour touched on each one of these elements, and more. Imagine being able to drive your Club car on empty roads (no trucks) with nothing much in front of you except the highway stretching out into the distance and inviting you onward. And with magnificent vistas constantly unfolding in front of your windshield. Does that sound great? It was great! The Tour hosted folks from Wisconsin, Oklahoma, Louisiana, Texas, Colorado, Nevada, and California, most driving a considerable distance to the start, and they were delighted with what we did and what we saw.

So what did we actually do, what did we see, what did we visit, and where did we go? The start was in Canon City, a very comfortable and interesting smallish Colorado town, well away from the traffic mess which constitutes the Front Range (Ft. Collins, Denver, Colorado Springs, and Pueblo) driving experience. In addition to being a fun place to visit and explore, Canon City offered easy, uncomplicated, and very scenic access to the Colorado high country. Canon City and vicinity also have available lots of interesting places to go, as well as plenty of fun things to see and do --- if you were so inclined. But the plan was to provide, especially on the first day, folks with option the of doing as little or as much as they wanted to do. Some, after a considerable journey to get here, simply wanted to kick back and relax (which they did), before the serious tour driving began.

DAY ONE was in the Canon City area, and some folks rode the train (the Royal Gorge Route Railroad) thru the gorge (which is very narrow, with steep rock walls rising around you, and quite deep), others visited the Royal Gorge Bridge and Park (and looked down on the train about 1000 ft. below), while some ventured over Skyline Drive, a limited width, paved, one-way road traversing the crest of a narrow "hogback" ridge 800 ft. above town. The Museum of Colorado Prisons was a draw, some folks went to Florence, the "Antique Capital of Colorado" for a little bit of snooping, while others sampled the offerings of the Abbey Winery. Still others visited Bishop Castle (hard to describe, and hard to believe, even after you've seen the structure), the construction effort of essentially one man over many years, with never any plans to guide the effort. A special treat was lunch and afternoon tea at the Canon City Queen Anne, a restored and updated (a bit) Victorian home. As noted, some folks just hung out at the hotel, relaxed, visited, made new friends, and "kicked tires". A good time was had by all. The early evening featured a "mixer", where everyone continued the process of getting to know each other.

DAY TWO: Canon City to Gunnison. Today was our introduction to serious tour driving as well as the Colorado high country --- and head straight up into the high country we did. The tour left Canon City, taking US 50 west, up Eight- Mile Hill to the junction with SR 9, which is a very nice, well paved, and very lightly traveled road leading up to South Park, Hartsel, and Fairplay. SR 9 was really great motoring, with hardly any traffic, and with eye-filling mountain scenery continually unfolding before us --- an absolute pleasure to experience. It was time to roll down the door window, crank open the vent window, stick your left elbow out into the breeze and sunshine (and beware of the sunburn), and motor down the highway like it was the 1950's again --- and that we did. It was a complete delight to crest a hill and have the road disappear into the distance, with only Club cars spaced out --- way out --- in front of you. Empty roads, blue skies, and distant mountains beckoned us forward --- motoring at its best.

In Colorado terms, a "park" is a high valley (in this case, between 9000 ft. and 10,000 ft.) surrounded by higher mountains -- and that well describes South Park. Everyone was impressed! Most of us stopped in Hartsel, at the Highline Café and Saloon, for a necessary stop, and then some more coffee. It was still early, and we all needed a good stiff jolt of high voltage java! As you might imagine, our cars parked out front of the café collected a bit of a crowd, even in this wide spot in the road, beginning a recurring set of happenings and conversations which occurred frequently during the tour. People were simply astounded that we were out in the real world, essentially in the middle of nowhere and far from home, actually driving our cars. During these conversations, it became apparent the prevailing view was that cars like ours were essentially rolling sculpture, and never to be driven very far from home. Where we were and what we were doing quickly put that notion to rest.

After touring in South Park for a bit, we headed up and over Trout Creek Pass (9346 ft.) and down into the Arkansas River Valley, about 2000 ft. below. Unfolding before us, on the other side of the valley, was the not too distant Collegiate Range of high mountain peaks --- mounts Yale, Harvard, and Princeton, all exceeding 14,000 ft. in elevation. The drive down was spectacular, and you (and your windshield) never had it so good. After crossing the Arkansas River, some folks made the short side trip into Buena Vista, but eventually, we all wound up at the Poncha Springs crossroads, where there was a decision to be made. In getting to Gunnison, did you want to use "high" route, following US 50 up and over Monarch Pass (11,312 ft.), or the "low" route, up and over Poncha Pass (9010 ft.) and then North Pass (10,149 ft.). Using Monarch Pass is quite a bit faster, however the "low" route is much easier for vintage vehicles, but at the price of being longer and taking more time. Both routes crossed the Continental Divide, so everyone had those bragging rights. A few adventurous folks chose the Monarch Pass route, a good road with nice climbing lanes, but which also features long stretches of 6%+ grades. I've been over it with several of my flatheads (second gear overdrive --- or maybe just straight second --- for sure), but once you have done it, you definitely know that you have been over a high pass! On the top of Monarch Pass is a large parking area (a great place to let your flathead cool down), as well as a nice snack and gift shop --- Continental Divide "T" shirts anyone?). Also, located here is the Monarch Crest Scenic Tram, whose suspended cable cars will take you all the way to the top of the 12,012 ft. mountain (as if you weren't already high enough up in the thin air). Great views of the surrounding 14,000 ft. mountains from way up there.

On this trip, most of us chose to use the "low" route --- longer but definitely easier, and in the opinion of some, much prettier. I would agree. Following US 285, we went over Poncha Pass, into the upper end of the San Luis Valley (framed by the impressive Sangre de Cristo mountain range, forming what appears to be an impenetrable wall to the east) and thru the small town of Saguache. Then using SR 114 over North Pass, we drove to the US 50 junction, and on to Gunnison. This was another great, empty roads experience, with unforgettable and ever changing scenery. Today we saw it all (or thought we did, but there was more --- much more yet to come), with very tall mountain peaks (with even a bit of snow), high mountain valleys surrounded by even higher mountain ranges, some interesting canyons, and deserted highways (no trucks or traffic) stretching out ahead, again irresistibly beckoning us forward. At one point, one of our group looked over at the side of the road to discover that her '53 Mercury was being paced by a lone coyote running alongside the highway, trying to keep up with the car. Now that is something you don't see every day!

Upon arriving at Gunnison, some folks visited the very interesting Pioneer Museum ---cars, trucks, narrow gauge RR trains and equipment, pioneer buildings, as well as artifacts and memorabilia from the end of the 19th century, and much, much more. Other tour folks just hung out at the hotel, reflecting on the marvelous drive and scenery (and maybe the coyote), until it was time for dinner. And no V8'er ever skips dinner. The downtown dining options were interesting and varied.

DAY THREE: Today we traveled from Gunnison to Grand Junction (in far western Colorado), thru another panorama of beautiful and ever changing scenery, driving another set of lightly used roads, which were absolutely great for our Club cars. Thru the Curecanti National Recreation Area, and along the 20 mile long shore line of the Blue Mesa Reservoir we went --- a fabulous way to start the day. It was also our introduction to the beginnings of the Rocky Mountains fall color season, which we had not expected, but which is viewing not to be missed. Driving west on US 50 took the tour to SR 92, where we crossed over the top of the high dam which forms the Blue Mesa Reservoir. At the Pioneer Point Overlook, just up the road a bit, some of us stopped to peer way down into the deep and narrow chasm (2722 ft. below the rim, at the lowest point) that marks The Black Canyon of the Gunnison National Park. Because the canyon is so narrow and deep, the sun doesn't illuminate the bottom much, thus providing an aura of mystery and foreboding, hence the name "Black Canyon". It was an impressive sight, and a very long way down to the Gunnison River at the bottom. SR 92 was yet another great, low traffic, very scenic roadway, the first part following the Canyon (with lots of side canyons to negotiate), with later parts running thru green valleys, and still later thru dry country landscapes. Along the way, there were enough beautiful, color changing aspen trees to add to the interest. Aspens turn a brilliant and vibrant yellow at this time of year, with some reds and oranges thrown in just for contrast, and they were beginning to come on strong. Quite an eye-full. SR 92 has the Black Canyon on one side, and mountains on the other, with plenty of opportunity to enjoy the amazing and ever changing vistas continually unfolding in front of the windshield. You couldn't go fast, even if you wanted to --- the first part is a slow speed road, following the side canyons, and all along the route, there was simply too much to see.

Grand Junction, our ultimate destination for the day, was still a distance up the highway, but most of us had planned our arrival in plenty of time to visit Colorado National Monument (the beginning of western Colorado's serious canyon country) as well as perhaps stop at a winery or two. The Grand Junction area (especially Palisade) is widely known for its extensive cultivation of wine grapes, and there are more than 18 wineries in the vicinity. The Two Rivers Winery was on the road to the north entrance to the Monument, and some of us did stop for a bit of great Colorado wine tasting. As we were leaving, I did see more than a few Two Rivers bottles going out the winery front door, and who knows how many more were shipped home. Colorado National Monument is on the edge of the Uncompahgre Plateau, a geologic uplift which rises more than 2000 ft. above the Grand Valley and Grand Junction, just to the east. Deep and extensive box canyons cut into the face of this uplift and form the basis for the Monument. Getting to the top of the plateau from the north entrance is via a very scenic drive, with great vistas. The drive begins by taking you into one of these box canyons, and then you switchback up the sheer face of the escarpment and thru tunnels, finally arriving at the top. This is a semi desert landscape, with fantastically shaped rocks and sheer cliffs as well as pinyon pines, and Utah juniper trees everywhere. On the drive up, you wanted to stop often to take in the views, and fortunately, there were places where you could do so. Stops were almost mandatory. Arriving from the south entrance is just as interesting and challenging. The north and south entrances are connected by Rim Rock Drive, 23 miles of absolutely breathtaking (big, bold, and brilliantly colored --- reds being predominate) cliff and canyon country scenery. The drive is one of the grandest in the west, very impressive, and definitely not to be missed. There were numerous places we could pull over and stop in order to view the deep canyons, and we did. But the canyons were also just beyond your car window as you drove by. Overall, another great day.

DAY FOUR was a drive (with stops along the way) from Grand Junction, Colorado, to Bluff, Utah --- from big city to a really small town. Leaving Grand Junction, the 10,000 ft. high Grand Mesa (the world's largest flat topped mountain) was on our left, while on the right was the Uncompahgre Plateau. After a short but pleasant morning drive, we turned right and followed a deep, river cut canyon up into and thru the plateau. For much of the day, we were following the very beautiful Unaweep - Tabeguache Scenic Byway (also known as SR 141). This was a fascinating drive featuring rivers, plateaus, mesas, and lush (in a dry, western country context) green canyons, as well as occasional views to distant high mountain peaks. We experienced it all, starting with the delightful drive up narrow and winding Unaweep Canyon, whose bottom is dotted with massive boulders, as well as junipers and pinon pines, and with its 1000 ft. walls close to the roadway. Other equally scenic canyons followed --- one after another --- with great vistas unfolding in quick succession, on our way to Gateway, which was our first formal stop of the day. Gateway, which really is out in the middle of nowhere, used to be just a wide spot in the road, but is now a beautiful (lush and lovely green grounds, tall shade trees, vermillion canyons, 1500 ft. buttes, great restaurants, and intriguing lodging), high end resort for folks who really do want to "get away from it all". While all of this fills the eye, and beckons you to wander thru and enjoy, the primary attraction for us was the Gateway Auto Museum. This is truly a world class museum which features a very nice selection of great American cars presented in spectacular (but approachable --- not a lot of barriers to keep you separated from the vehicles) fashion. The focus is to showcase the design, engineering, and social impact of cars that have greatly influenced the country, its citizens, and society. From the Model T to Tri-Five Chevys, and everything in between (and beyond), it is all there, and more --- with even a few vintage race cars to add interest. The museum was initially established as an attraction intended to interest folks in visiting and experiencing the resort, and that it certainly does, but it has grown beyond that. Being able to visit and spend some time in the museum was a great treat and pleasure, as well as being very educational and informative. A frequently murmured complaint --- there simply was not enough time to see and absorb everything. Departing Gateway, we continued south on SR 141, now following a series of deep and impressive canyons cut by the Dolores and San Miguel rivers, which provide the water (in this semi-arid country) for the leafy green (with a little bit of color just beginning) canyon bottom contrast to the steep red and grey rock canyon walls rising above us. Once again, we were experiencing empty roads where we really could enjoy the drive, and we certainly did. Because the canyon walls were often almost vertical (or so it seemed), the road was frequently built on a narrow shelf projecting out from the walls --- an interesting experience.

Leaving the small town of Naturita, the scenery again changed dramatically, with the deep river canyons replaced by sagebrush covered dry, high desert country landscapes, with great views to the horizon and distant mountain panoramas. After passing a "real" wide spot in the road named Slick Rock, we shortly arrived at the bottom of Slick Rock Hill, a challenging climb which features more than 6 miles of 7%+ grade --- and that is a worthy test for any vehicle. By the time you finally reach the top, you know that you have claimed hard-won victory over a real hill! The Day ended in Bluff, Utah, which is a small and interesting town on the San Juan River. Approaching Bluff, we were contentedly and innocently motoring thru rolling to semi flat dry country landscapes, enjoying the late afternoon and thinking the days' hard driving was behind us, when we and the road fell thru a crack in the earth and got swallowed up --- or so it seemed. Actually, US 191, which we were following, abruptly and unexpectedly disappears into a steep and narrow side canyon leading down to the river. It sure did come as a surprise, and was an interesting way to end a day fully filled with many different visual treats and challenges --- including getting swallowed by a crack in the earth.

DAY FIVE was a "local" touring day, using Bluff as a base. The sights to be seen and experienced included Natural Bridges National Monument, Goosenecks State Park, The Moki Dugway, petroglyphs, the impressive surrounding scenery, and Bluff itself (which has a very interesting visitor's center area, chuck full of historic pioneer artifacts and displays, interpretative history presentations, and original visited. As a first order of business today, most of the tour folks wanted to visit Natural Bridges (about 60 miles away), so off we went --- back up thru the crack in the earth (the narrow and steep side canyon) --- to SR 95, and then west. SR 95 is a Utah Scenic Byway, and certainly lives up to its name, with something new and interesting at every turn and at every crest in the road --- and there were plenty of these. SR 95 travels west, crossing a series of north-south running canyons and ridge lines, all connected by 8% up and down grades --- not really all that bad, but the climbing lanes were much appreciated. The weather was cool in the morning, and the flatheads handled the upgrades OK. The country and scenery changed frequently, and we enjoyed the panoramas unfolding in front of us. After all the up and down stuff, we emerged onto the top of Cedar Mesa and its pinyon and juniper forest, a welcome contrast to the dry country and rocky landscapes we traveled to get there. Natural Bridges National Monument features the winding corridors of White and Armstrong Canyons, where water over the eons formed and then eroded the canyon walls to form three massive and spectacular stone bridges. All three bridges (and the canyons) can be easily viewed from very nice fenced overlooks on the nine-mile-long Bridge View Drive, a scenic loop road. And you really do see a lot. For the adventurous, and some of us were, trails lead down for closer looks at the bridges. For the really adventurous, the trails lead further down into the canyon bottoms, where the water still runs. You can also see evidence of early Native American habitation, which began about 7000 years ago. The Owachomo Bridge is perhaps visually the most spectacular in the Monument --- certainly long, thin, and the oldest. The trail from its overlook leads down and then down some more --- to and then under the bridge, which is now high above you --- a very special view. The bridge is quite impressive when viewed from below, with blue sky, sun, and shadow patterns emphasizing the length and thinness of the stone arching from one massive abutment to the other, way above you. Visiting the Monument was really a very special adventure, and everyone was duly impressed.

The next attraction on the day's agenda was a visit to Goosenecks State Park, which incorporates a series of three, quite deep "U" shaped gooseneck cuts (an entrenched river meander, to be technically correct) formed in the earth's crust over a very long period of geologic time by the San Juan River, which is now more than 1000 ft. below the Park overlooks. The view from above was astonishing, and we were viewing some 300 million years' worth of geologic history laid out before us --- or as one person observed (somewhat facetiously) what we were actually looking at was a really bad case of long term, out of control, erosion. But whatever you wanted to call the view before us, it was fascinating and impressive --- the tremendous power of natural forces at work on vivid display. If you wanted to see the view from the bottom --- looking up --- you could take a float trip on the river. As the hawks fly, the distance between National Bridges National Monument and Goosenecks State Park isn't all that far --- but the road connection between them is something rather special and different --- the Moki Dugway. Natural Bridges is at one end of Cedar Mesa, at the top, while the top of Goosenecks is at the other edge of the mesa, but down on the valley floor below, and the two are separated by about 35 miles and a sheer faced 1200 ft. escarpment. Getting down the face of this escarpment involves driving a very interesting road, the Moki Dugway. The pavement ends where the Moki begins, and then it is three miles or so of narrow 11% down grade gravel road, with frequent switchbacks, no guard rails, and steep drop-offs everywhere. To say the least, it is an exciting experience. Driving the Moki is an acquired taste, and definitely not for the nervous or anxious. However, the rewards are astounding, spectacular, and not to be forgotten views where ever you look.

But it is definitely a second gear drive, and the driver really can't do too much rubber-necking. Fortunately, there are places to pull over so you can enjoy the panorama. The traffic was very light, but did I mention that it is a two way road? Some of us were adventurous and drove down the Moki Dugway (I've previously done it in my '51 Merc.), but most drove back to Bluff on SR 95 and US 191, and then further south to Goosenecks. Either way you chose to travel, the views were a treat for the eye.

The day ended when we all went to the Cottonwood Steak House for dinner. This is not a real big establishment, so essentially, we took over the place, with a few civilians in the mix for flavoring. A good time (not to mention a delicious meal and the complementary bandanas) was had by all, including the civilians. Out front, our vehicles formed an impressive sight, and resulted in some interesting conversations. Once again, folks not a part of the tour were simply amazed at where we were and what we were doing.

DAY SIX was all about Monument Valley --- bigger than life, in your face John Wayne Country for sure. It was the real (fabulous and vivid) introduction to the magnificent red, orange, and yellow buttes, pinnacles, and spires of the red rock country that he, and Director John Ford made famous via the many movies they made there. These days, the valley is a Navajo Tribal Park, and is a special treat to visit. Aside from the "is this really real?" scenery, the main attraction this morning was Goulding's Trading Post (home base for many movie crews, including the big guy), and their 4-wheel drive, guided, back country tours into Monument Valley. There were both all day and half day adventures, and the V-8 tour had folks on each, depending on interest.

Pg 5

#

Christmas Party Photos



What a great night for the Christmas Party! The gals Showed us their hard work on the Quilts. Each one was special and unique. A Super job!

Kudos to Patti and friends on the decorations. They were given as door prizes, also. Funny joke by Frances. Ha! The meal was delicious and everyone enjoyed visiting and wishing all a Merry Christmas and Happy New Year!

#

BERT MARSH AWARD 2016

By Tom Webb

Jim Nielsen recently was the recipient of the Hi-Country V8 Club's Distinguished Service Award for 2016. The Bert Marsh Memorial Award is given yearly to a member to recognize the outstanding contributions to our Early Ford V8 club and active participation and involvement of the old car hobby. He sets an example for others in promoting and preserving the 1932 - 1953 Ford Flathead era. He has always been a go-to-guy in the club for technical assistance for members and their classic car related issues. In his business T's to T-Birds, Jim either has or can get a needed part for a restoration or just keeps you on the road. He has been the Colorado Collector Car Council representative for the V8 club for many years giving his report monthly at our club meetings. Jim and Mona have been active members since 1975. He served as Club President in 1977 and 1996. He continually stayed active through the years and this honor is well deserved.

With the "secret" help of Mona, daughters Ginger and Becky, his photo and three of his favorite cars, the Award illustration was created. Jim really exemplifies the qualities of this award. Thanks Jim!



#

Bert marsh Committee

Gene Pastor, Ed Rockwell, Tom Webb, Ed Hurt, Walt Hume.

In the last 21 years the annual winner was recognized for contributing an active year, which began the previous year during Oct , November, and completing in September in the current year.

Recent years club members were slow to make recommendations or not at all. Our committee has worked hard to keep this program alive and growing.

Our solution!! Under the original guide lines—we elected to drop one line “ for the past Sept thru August”. This now opens a new era . Walt Hume

#

No matter which tour was your choice, you saw and experienced a lot. This was definitely one time when "leave the driving to us" made a lot of sense. Doing so allowed you to really focus on the wonderful country you were visiting. The 4-wheel drive tours take you to places that you would not otherwise be able to go (many places can only be accessed with a native guide and all-wheel drive), and we got to see and experience both the fabulous and unusual. For example, imagine lying on your back, on the cold stone in a cove, looking straight up and seeing the blue sky above, thru a huge, round gap in the otherwise solid red rock ceiling directly above you. Or marveling at delicate stone arches as well as deep hollows and large holes in the fantastically eroded sandstone walls surrounding you. Or seeing delicate petroglyphs picked out in the desert varnish on the cliff faces. Or gasping at the unsullied vistas of red sand, tall spires, and multi colored buttes unfolding and spreading out before you. It was absolutely fabulous and unreal. The overall back country tour experience is really hard to explain well and do it justice --- you just have to do it --- and we did. At the end of the day, we all wanted run right out and get the movies he made in the Valley, and see it all again.

Because the first set of back country tours started relatively early in the morning, and because it was at least (depending on how many scenery stops you made) an hour or so down to Goulding's, many of us chose to depart Bluff early. The scenery tends to have a very different and fascinating look in the early morning --- a look most casual tourist folks just don't often see --- they're not up that early. And on this particular morning, low hanging clouds (which quickly burned off) appeared stuck onto the butte tops, providing a special and even more different look to the country. Heading south on US 191, and then on US 163, we crossed the San Juan River at Mexican Hat, and headed up the hill, a longish but steady climb. Upon reaching the top, we were presented with one of the most magnificent and unforgettable roadway vistas in all of the USA, as the buttes and spires of Monument Valley appeared before us. We all gasped and gawked, and then headed to Goulding's for more. The day was inspiring for sure, and was well worth the effort.

We spent the last evening of the tour in the small town of Mexican Hat, visiting a bit, comparing our experiences, reliving the fun, and saying our goodbyes'. Early next morning, everyone departed pretty quickly, anxious to be on the road home, most with a long drive ahead of them. But they were carrying with them fabulous memories of blue skies, strong sunlight, high mountains, red rock buttes and spires, deep canyons, empty roads just begging to be driven, golden aspens, great vistas, and the always beautiful scenery. Nature and vintage car driving at its best! From start to finish, the tour traveled about 1100 miles (not including the miles getting to and from). My total mileage on the '51 Mercury was a tad under 1500, but I know some folks racked up many more miles than that. Was it fun and enjoyable --- yes and yes! Was it really worth the effort --- absolutely! Did I really enjoy the drive and the scenery --- silly question --- of course! And would I do it all again on another tour --- You bet. Am I looking forward to the next National Tour --- just tell me where and when.

Ray Viurquez

I, like many others, came to the United States when I was a kid, almost a teenager to live the American dream. My parents' hope was and still is to succeed in America. As my dad works from sunrise to sunset, I and my younger sisters attend to school to get the best education possible. Since I was a junior in high school, working on cars has been a passion for me, that's when I decided that I should spent my life working on something I love.

Therefore, attending to college to get my associates of applied science degree on Auto collision Repair/Customization is the best decision I could've made. I plan to, in a future to obtain my own body shop and a business across the country. I am aware that I will need more years of study to accomplish this; this is why I want to work at a professional shop first after I get my associate degree here at Red Rocks Community College. Some of the challenges I currently face is my lack of comprehension and speaking habits when it comes to talk in English because it is my second language. Although, I have seen in myself a tremendous improvement since I started college last

semester and hopefully my skills when I speak English increases. Another barrier I face is the distance from home to school for the fact that is a forty minute drive and sometimes longer when I go home since traffic is really bad.

Unfortunately it is time and gas consuming; this is the reason why I have to work about thirty-three hours a week. I honestly do not like to

depend of my parents a lot, yes I live with them and they feed me and I am truly grateful for that but I am aware that soon or later that will have to change. When they ask me if I give back to my community I don't know what to say, I'm not really that type of person mostly because Don't have time but hopefully in the future I do.

Getting financially help from one of the scholarships listed would really be more than enough. In other words I have faith that I will get it and truly looking forward to graduate from Red Rocks Community College

Bert Marsh award for 2016

Tom Webb presented this Sat Evening (edited by Walt Hume)

Jim Nielsen was presented the Bert Marsh Distinguished Service Award for 2016 as the 22nd recipient. We start with CCCC report. Jim for many years has represented our V8 Ford Club, the "T's and A's also. Jim drives once each month thru out various metro meeting locations, after a full days work, during high traffic hours, even as far as Longmont & the Springs & Forney Museum which is included, (just off I 70). At meetings you find him contributing & highly respected. Jim has for many years been in business as Collector Car parts supplier including Antique car Tires (helping members find needed items). For technical matters and questions he's always available to answer problems & related repairs & fixing. (Moving back) Jim took a very active contribution way back in 1977 as club President & again in 1996. He has conducted many seminars, tours & represented the club at National Meets with seminars. Jim continues to this day & remains a very active contributing member with great respect. See photos cover & favorite cars illustrated in the 16x 20 art/ graphic illustration made up by Artist Brian Serff (also noted as a great friend of Darrell Mayabb. We thank Ginger & Becky for providing photos for the illustrator. Note: Basic information was again covered Tuesday night at general meeting when Nielsen family attended (two daughters & grandson included).



P. S. As a new member in 2013 I really enjoy going to Jim's place. Jim helped me to understand the Flathead engine and I'm really enjoying my 40 Ford. Len Harcourt

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

January 2017

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	No meeting 5 Old meeting time Back again	6	7
8	9	10	11	12	13	14
15	16	17	Dist Article Submission Deadline: 18	19	20	* 21 Installation Banquet
22	23	24	25	Board Meeting 26	27	28
29	30	31				
			12			