



The Distributor



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

HiCountryV8.org

April 2017

VOLUME 47, NUMBER 4

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.

President's Message

EFV8 Club Members,
With the onset of Spring upon us, I hope that many of you have been preparing your V8s for the upcoming tour season. We are not out of the woods yet but we know we are getting closer to Spring. Change the oil, check the tires, clean and check the battery and fill up the tank and get ready to roll.

I would like to thank the following members: Charlie Clark for volunteering for the Corresponding Secretary position, Harry Lindsay for setting up the April Garage Tour, Jim Hatfield for tours, Dick Fell for seminars and Jay Svigel for helping me with alarm issues at the church.

We have lost four of our members since the beginning of the year. It concerns me because we are losing members faster than we can replace them. Perhaps the "Facebook" idea will promote interest in our club as well as recruiting on getting new members

F. Bernie Arellano
President

April 8th Seminar

Folk's we are scheduled to visit Hagerty Insurance on Saturday April 8th, 2017. They will present their approach to Vintage Auto Insurance for our V-8's. They are located in Golden, CO at 1010 Johnson St. Suite 150. The location is just north of the large Jefferson County Government Center which is also on Johnson. Coffee and donuts at 8:30 a.m. with the seminar starting at 9 a.m.. Our host will be Sara Bain. See You there, Nick Morstad, 720-940-7409



Comfort & Concern

The following members are in our thoughts & Prayers for medical or other issues.
Ed Hurt---Doing very well despite his illness
Tom Wolff--- Passed away 3-16-17
Info to come
Jim Lyle--- doing well however he is on oxygen

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No New members

2017 Member Rosters are available
They will be at the meetings & functions

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

2016 Officers & Board:

- Bernie Arellano..... President
- Gene Pastor..... Vice President
- Patti Jantz.....Treasurer
- Russ Newnes..... Recording Sec
- 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**

Garage Tour Sat. April 22th

Early Ford V-8 Club Spring Garage Tour – April, 2017

Our annual spring garage tour is going to be on Saturday April 22nd. We are going to join up with the Classic Car Club of America for this tour, because neither of us could find enough garages for the tour. This will give us a chance to see some classic collectors cars, and some great memorabilia.

Front Range Automotive Solutions. 1448 W. Cedar 9:00am.

Take I-25 to Alameda. West on Alameda to Pecos, turn north, go two block to Cedar, turn left.

Ed McVaney collection 1500 West Thomas 10:00 am.

Take Santa Fe Drive south to Belleview. Turn east and go to Windermere (first light). Take a left at Windermere and go north to Thomas St., just before the curve. Turn right on Thomas. Our stop will be on your right.

Harry Lindsay/Arnel Kimmett 520 & 540 Front Range Road 11:00 am.

Back to Windermere and head south. Go past Belleview, past Littleton Blvd. to Ridge Road (stop sign at top of the hill). Stay on Windermere and go down the hill one-half mile to Front Range Road. Turn right. Our stop is the first two houses on your left. Park where ever you can, including our driveways.

There is a church parking lot on Windermere right before Front Range Road. They have a nice parking lot and it's a very short walk to the garages.

Lunch Time – The Bistro at Aspen Grove Noon.

We will eat lunch after our third stop. The final stop does not have enough room to accommodate both clubs, so we will eat before heading to the final stop at 1:30 pm.

Go south on Windermere to Rangeview (stop sign). Turn right and drive to Prince (dead end). Turn left and head down the winding hill to Mineral. Turn right and get in the right turn lane for Santa Fe Drive north. The next traffic light north on Santa Fe is the entrance to Aspen Grove. The Bistro is in the northeast corner of Aspen Grove, just down from Cold Stone.

Darrin Martin Memory Lane Collection 9335 Commerce Center St, #B-5 1:30 pm.

After lunch, turn south onto Santa Fe and drive past C-470 about a half mile to the light at the top of the hill (Town Center). Turn left, Commerce Center St. will be on your right. Parking is limited so take whatever you can find. This should be the highlight of the tour.

Colorado Train Museum Golden



Above contrast old & new



very old



Contrast above old & new



Charlie & Pats new 34 Ford

What a great day to get the Fords out. Charlie & Pat Palmer found this fantastic old Tan Ford. Personally I hope it never gets restored. Charlie did put on new tires.

During my career as an electrician for the Denver & Rio Grande Railroad, many times in the late 70's & early 80's I worked and maintained the yellow Rio Grande 5771. I felt a little home sick, yes just for a moment.☺ Len

Items for Sale & Want

(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--\$2000; Dick Fell (303) 945-5111

(2) For Sale: 1937 Colorado plates, very good condition. \$100. Gary Lietz (303) 665-5531

(3) Need 4 nice 1936 Ford hubcaps. Greg Squires 303 239-9122
Gregorsquires@yahoo.com

Trivia Answers from March Questions

Answer:

Chevrolet was conceived as a way for William C. Durant to elbow his way back into the GM fold. He formed Chevrolet in 1911, and in 1918, Chevrolet came under the GM umbrella, so his plan worked.

Answer:

Chevrolet has long been GM's highest volume brand.

Answer:

Dodge rolled out the iconic ram head in 1932.

Answer:

Walter Percy Chrysler left Buick over disagreements with some of General Motors' management team.

Answer:

Though Saturn didn't offer cars until 1990, Saturn was conceived in 1982 to provide a domestic alternative to Japanese compacts.

Answer:

Saturn became known for its plastic body panels, which resisted dents.

Answer:

The Walter P. Chrysler Museum, which is located in Auburn Hills, Michigan, opened in October of 1999.

Answer:

Jeeps were first used for military transport during World War II.

Woods Dual Power Vehicle

The buzz today in the automotive world is all about hybrids and how they are “NEW” technology, well as old car lovers we all know that what is new and hot, is not always the case. Many of today’s new ideas come from the automotive pioneers. Case in point hybrids, The Woods Motor Vehicle Company of Chicago introduced its Dual Power model in 1916, promoting it in its sales brochure to the "man or woman who has owned either gas or electric cars or both and found them inadequate because of complications and limitations.”

The Dual Power car has a central electric motor as well as a 4 cylinder gas engine. The coupe operated on the electric motor below 15 mph, and ran on the gas powered engine between 15 mph and its top speed of 35 mph.

Driving simplicity was the major selling point of the Woods Dual Power. It could be operated using a single foot pedal, and didn't require any gear shifting. Drivers would use two "pivoting levers" fastened to the steering wheel, which operated each power source, and could adjust the maximum speed. Once the levers were set to the desired speed, the power was directed from either the gas engine or the electric motor through the propeller shaft to the rear axle-without the need of a clutch or other gearing mechanisms. The single pedal could be pressed to accelerate and then released in order to brake.

The gasoline engine and the electric motor were connected through the use of a magnetic clutch. This allowed the gas engine to become magnetized when the gas pivoting lever was set near full retard of the flywheel. The magnetic force pulled an iron backed copper disk against the flywheel, connecting the electric motor to the gasoline engine. As a result, the vehicle could be operated on electric power only, on gasoline only, or on both simultaneously. When traveling in reverse, the electric motor was used, as the gasoline engine only powered the vehicle in one direction due to the lack of gears.

To start the car using the electric motor, the driver simply moved the electric pivot lever, which connected the storage battery with the electric motor. The Exide battery used in the Woods Dual Power was specifically designed for the vehicle, and was about half the size of the batteries used in other electric vehicles at the time. Once the vehicle was started, the lever was advanced, increasing the speed of up to 15 mph. To travel at higher speeds, the driver engaged the gasoline lever, which connected the two power sources, running both the gasoline engine and the electric motor at the same time.

Through adjustments of the two pivot levers, the battery could be discharged or recharged during driving at speeds of ten to 30 mph. Recharging was accomplished with the gasoline engine being used to power the electric motor which, once retarded, acted as a generator. Recharging of the battery also took place at speeds over 6 mph, by braking on level ground, or when coasting down hills, while adjusting the lever. A conventional brake pedal was only used at speeds of less than 6 mph.

The aluminum-bodied Woods Dual Power was offered only in a blue or green coupe model, accommodating four passengers, for \$2,650. Wire wheels were available for \$25 extra.

Woods Motor sold about 13,500 vehicles during its existence, which ended only two years after the Dual Power models were introduced.

By Dennis White

Resealing a 1953 (1952) factory Mercury/Ford Power Steering unit

By Roy Lang

Recently I found and purchased the last option for my 1953 Mercury Convertible, an original power steering unit. I had been driving it for the last 7 years with radial tires and manual steering. Great on the highway but a bear when trying to park or get out of a parking spot at a cruise or show. The car already has power windows, power seat, power top and power brakes. The unit I purchased had been sitting on a shelf for the last 10 years. Since I really didn't have the set up to bench test it, I decided I would install it and see if it still worked, then address any issues it may have. Well no surprise, it leaked quite profusely from the valve body.

By way of a little history on the seals used, they were, and if you purchase NOS seals or even what is being sold as replacement seals, are of the "U-cup" design. (picture 1). I have members of the local club that have told me that even after replacing the seals twice they still leaked. So I decided to use a different designed seal.



The design I chose is called a "loaded" seal. This is accomplished during the manufacturing by inserting a rubber "O" ring into the valley of the seal, thereby forcing the sides out at all times, creating a better seal, not just when under pressure. This is a real plus during those winter months or when the car sits for long periods of time, and the sealing properties seem to relax allowing the unit to leak.



The nice thing about the parts manuals is that they provide you with not only the description and part number but in this case the actual measurements of the seals.

AC-33703-A 7/8" ID x 1-1/8" OD x 1/8" thick

AC-33697-A 13/16" ID x 1-1/16" OD x 1/8" thick

I was lucky in that a local club member gave me the name of a local supplier for seals that has been in business since 1965. I took the dimensions down to them the they had the correct seals but in the "Loaded" design.

Resealing a PS unit already in the car.

Jack up the car and put it on stands (safety first) then turn the steering all the way to the right. The pictures used here show the unit with the wheels straight. If you turn the wheels all the way to the right it makes the unit and hoses more accessible. You will need to disconnect the 4 hoses from the valve body. (Picture 3). Obviously this will serve to drain your system.



Then remove the end cap screws and end cap. Next remove the nut on the end of the shaft
Now remove the two bolts on the back of the valve body. Now slip the valve body off the shaft, and remove the seals at both ends of the shaft. Lower right hand portion of the picture shows the shaft removed from the valve body. (Picture 7). This picture was taken when the entire system was out of the car being rebuilt. Take time to clean all the parts thoroughly. I coated the seals with Dow Corning 111 prior the installation to allow for ease of installation. I have used this previously with success when rebuilding the power brake unit.

Now reassemble in the reverse order.

Thanks to Jim Nielsen, my local seal supplier is Rocket seals of Denver: <http://rocketseals.com/> (303) 777-7024.....
And there is no shipping.

Seal #: PN-12500875 and PN-12500812. Now for the good part. The NOS seals normally sell for around \$25.00 each and up plus shipping. The cost of these are \$4.33 each

I also replaced the seal between the lid and the body of the reservoir. The part number is 8-737 and the cost is \$2.49. Since you have drained the reservoir you might want to replace the filter . It is a Hastings HF-783. Rather than paying for shipping to can get the filter at:

Car Quest # 85653

NAPA # 1653

O 'Reillys # 51652 (WIX)

Hope this helps.

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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	April 2017
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		
						April 1 Fools' Day		
2	3	4	5	*General Meeting: Denver United Church 6	7	*Seminar Hagerty Ins 8		
9	10	11	12	13	14	15		
Easter 16	17	Distributor Article Submission Deadline: 18	19	20	21	*Garage Tour 22		
23	24	25	Board Meeting 26	27	28	29		
30			10					