



The Distributor



Newsletter of the Hi-Country Regional Group #28
Early Ford V8 Club of America
HiCountryV8.org

June 2017

VOLUME 47, NUMBER 6

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

I had a lengthy discussion with Bruce Nelson who is the Central Director for the Early Ford V/8 Club. He is the advocate on the National Board of directors. He sent me an official bid to host a national meet. Upon reading the application there are several items that need to be addressed before I can submit the application. One of the questions asks "Has your regional group taken a poll to determine if a majority of members are in favor of hosting a national meet?". I think that the poll should be taken at the next general meeting. Other questions that need to be addressed can be answered on my next trip to Alamosa. Bruce was upbeat in the venue of the meet as well as assuring me that the National Board rarely denies applications. I will keep the membership updated on the process as I get new and important aspects of the meet

F. Bernie Arellano
2017 EFV/8 President

If you fail to receive your monthly newsletter
by the Sunday before the General Meeting

either by e-mail or USPS mail please contact:

Len Harcourt for the emailed newsletter 720-560-7204

Jack Eakins for the USPS mail 303-690-5161



Comfort & Concern

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

Casey Hayes- Has broken leg but is at home

Bernie Sawin- Had knee surgery and doing well

Rebecca Seright - Hope she is doing better.

Let Editor know if you know someone is in need.

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New Members

Kevin Stees
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37 Business Coupe

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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
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Gordon Snow..... Board member
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Jim Hatfield..... Tours
Jay Svigel..... Meeting Programs
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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**

Seminar Saturday June 3rd

Jim Nielsen will host our Restoration Seminar on June 3rd, Saturday, at his garage, 1200 W. Lehigh Ave., beginning at 09:00 am with coffee and donuts at 08:30. Bring your own chair if you don't want to lean on something during the seminar! Subject will be disclosed by Jim shortly. Dick Fell/Seminar chairman



Club Auction

Everybody remember: Our 2017 Club Auction will be held on July 8th beginning at 0900 AM; the location is the same as last year -- Randy's Last Chance Garage, 3575 S. Clay St., BLDG A, Englewood, Co., 80110. Save all your "good" old junk to sell -- all proceeds go to our Early Ford V-8 Club. For new members -- Randy does not take any commission for selling all this donated "stuff" he just holds the auction at his place and likes doing it. You should bring your items (Automobile parts mainly but cookies and desserts are OK) to Randy's during the week before the Saturday auction so we can start ON TIME on Saturday -- but call him before coming at (303) 903-2224. Bring money on July 8th but no crackpot comments during the auction.

Dick Fell/Restoration Seminar Chairman

Up coming events to remember

All Ford Day
Club Picnic

Things do not always go as planned!

The best part of having a classic or antique car is that you always meet the nicest people. If you break down, people who do not know anything about cars will stop and offer to help. Sometimes the people who stop are also car guys.

It was a beautiful Sunday morning, I checked the oil the tire pressure and coolant levels. I was excited and ready to head off to the club tour at the Rambler Ranch. I had never heard of it before, and after researching it on line I was excited to see it in person. Seeing as how my car does not have an overdrive or a high speed rear end, I plan my trips to avoid highway and heavy traffic areas. I planned my trip to head east across Bowles that then down Santa Fe all the way to Elizabeth. The sun was out and I was cruising along Bowles having a grand time enjoying the beautiful day. This is what having an antique car is all about -- being out driving the car and enjoying the day.

I was just at the top of a slight hill and I pushed the accelerator down and nothing happened. Then the engine sputtered, and then it total died. Here I was on Bowles in an area where there is no side street to turn onto. There is also no shoulder to pull over onto. It's a good thing I was going downhill. I coasted a couple of blocks before there was a street I could turn onto. I coasted to a stop and tried to start to the car. It would crank and not fire. I know my gas gauge is not 100% accurate, I knew I had gas. I thought I must have vapor locked. I took out my digital contact thermometer and was checking the engine, radiator and fuel pump. Nothing was hot. So I thought I must be out of gas. So I called the wife to bring me a gas can (good thing I was only 15 miles from home, or I would still be hearing about it.)

She finally shows up and off to the nearest gas station we go. Back to the car put about 2 gallons in the car, try to start it, no luck – still cranks and never fires. I was thinking it must be the fuel pump. I know a lot of guys in the club will say... "YOU SHOULD HAVE AN ELECTRIC FUEL PUMP." Well I am a purist. I love for the car to be as original as possible -- in other words, the way it was made. So I raised the hood again and took the sediment bowl off. It had a little bit of crud in it, but not much. I drained it and cleaned it anyway. I replaced the sediment bowl; I then primed the carburetor and once again tried to start it. It ran until the carburetor ran dry then died, so I got out and noticed the sediment bowl was full. So that proved my theory about the fuel pump was wrong.

I had gas, the fuel pump was working, yet the car would only run if the carburetor was primed, so I pulled the line from the carburetor to the fuel pump and tried to blow through. It was totally blocked -- I could get nothing out of it. About this time the gentlemen that lived across the street from where I coasted to a stop came out and asked what was wrong with your baby. I have a plugged fuel line. He said he had an air compressor and asked if I would you like to use it. I said yes please.

As we were walking up to his garage I could see that he had a BIG 1930's era car covered up in the garage. I asked him what it was and he said it's a Pierce Arrow. I said I love Pierce Arrows and that I went to the 100th anniversary of Pierce Arrow in Buffalo New York in 2001. To which he said that he had gone to, as well. We chatted about the meet while the air compressor charged. Being a car guy I asked if I could see the Pierce -- he uncovered a nearly 100 point restored 1932 7 passenger car. What a beautiful car. While I was looking at it I saw in the other garage he had another 1930's era car. I asked what it was. It was 1932 Auburn. I asked if I could see that one

too. Well he uncovered another almost 100 point restored car -- this one was 1932 Auburn Cabriolet.

By now the air compressor was charged and I was able to blow out my fuel line. Wow -- a lot of crud came out of it. I thanked my new friend and asked him if I owed him anything. He said NO a car guy never charges another car guy. Come back over if you need anything else or if you cannot get it running and we will go get my trailer and take it to your house.

So I headed back over to the Ford, got the fuel line, primed the carb and it fired right up! Success!! But by now it was 15 minutes past the time when the event was to start and still being over 40 miles away. I headed home, a bit disappointed that I missed the event, yet grateful at the same time, I got to see two cars I had never seen before and made friends with another car guy. So all in all it was a great day.



May Seminar at Nicks Garage



All Ford Picnic (This is not All Ford Day)

June 25: Sunday: All Ford Picnic and Car show 9- 2pm, 44th and Indiana , Golden.

Call or text Carlos at 720-281-

0940 Carlos Vera - Fomoco Owners Club



Halotron Fire Extinguishers

At the April General Membership meeting I did a presentation on fire extinguishers with a video supplied by Jay Svigel. The specific focus was for classic cars and the places we keep them and where we work on them. While these type of fires are rather rare, everyone seems to have some kind of story about them.

Most classic car events including National Ford V8 events require a type ABC extinguisher of 2 ½ pound capacity to be kept with the car on display. And you know...it does give “peace of mind”. What follows is the difference between typical “powder” type extinguishers and liquid haltron extinguishers.

Halotron is not a brand but a “clean agent” chemical. It leaves no residue. It is intended for outdoor use or in well ventilated areas. (open your garage doors if necessary). Having said that, it is also the type of extinguishers kept on board commercial aircraft and on some military equipment. It is FAA certified and acceptable to the U.S. EPA. Also great for boats. So...it costs more.

My presentation in April was intended to be informational. Since then some have asked about a bulk purchase through the Club. The Club Board has allowed me to pursue this and at the last General Meeting a show of hands indicated significant interest.

COST? So far, the best price I have is \$98.50 for a AMEREX 2 ½ pound unit. These come with a mounting bracket and are refillable. The trigger mechanism is on/off.

If interested, please e-mail me at gordonsnow@earthlink.net or a post card to Gordon Snow 7508 Paul Place Johnstown, CO 80534. Do not send money now...this is based on a bulk purchase. You would be able to pick them up at a General Meeting and for those that cannot attend we will have to work out the cost of shipping. (Maybe the Board would consider approving that.)

Finally, mine is behind the driver’s seat as I leave for the Sugar Valley Vintage Car Rally on May 31st.

May Garage Tour Photos What a great Tour Thanks to Arnel and Harry



June 10 Saturday Tour

Join the Model A Ford Club on Saturday June 10th. At the Cussler Museum 14959 W. 69th Ave, Arvada CO. Tour begins at 8:00 am. We will meet as a group for breakfast at 8:00am, at the Egg & I restaurant, 12325 W. 64th Ave. Northeast corner of W. 64th Ave. & Ward Road in Arvada. If you cannot meet for breakfast go to the museum at 10:00 am

From the restaurant proceed West on 64th Ave. to Indiana St. go North on Indiana St. to W. 69th Ave. Go West one block to the museum. See you there Questions call Ray Trujillo Cell 303-618-5971



Answers for Mays' Trivia

Question:

How did Cadillac survive the Great Depression?

Cadillacs during the Depression were actually rebadged Chevrolets

Cadillac gave away free maintenance with all its cars

General Motors kept Cadillac open despite the brand's losses

Answer

General Motors kept Cadillac afloat through the Great Depression thanks to its profits from more affordable brands.

Question:

Cadillac recovered during the 1950s and 1960s, and then sales began to decrease again in the 1980s. What was the cause of its decline?

Japanese and German imports took a lot of market share.

Import brands became much more competitive in the luxury car market, and Cadillac couldn't keep up.

There weren't enough Cadillac dealerships.

The unions went on strike and stopped building Cadillacs for a long time.

Answer:

The unions went on strike and stopped building Cadillacs for a long time.

Question:

Before Tesla Motors introduced its luxurious electric Model S, there was the Tesla Roadster, which consisted of Tesla's electric drivetrain in car bodies supplied by another manufacturer. Who did this fledgling American manufacturer partner with?

Lotus

Daewoo

Shelby

Answer:

Tesla originally worked with Lotus to build the Tesla Roadster

Question:

AM General was the auto company chosen by the U.S. Army to produce the military vehicle that became the Humvee. Which other companies submitted bids for the project?

International Harvester and Willys-Overland

Jeep and Navistar Defense

Chrysler Defense and Teledyne Continental

Chrysler Defense and Teledyne Continental also submitted proposals for the Army's vehicle project in 1979.

Answer:

Chrysler Defense and Teledyne Continental also submitted proposals for the Army's vehicle project in 1979

Question:

Panoz Auto Development Company is a small American exotic car manufacturer that was founded in 1988. Where did Daniel Panoz's startup capital come from?

The security industry

The pharmaceutical industry

Car racing

Answer:

The Panoz family earned their wealth in the pharmaceutical industry.

Question:

Which American car company's founder had previously started a car company in Europe?

Panoz

Mosler

Austin

Answer:

Sir Herbert Austin's cars were already well-known in England when he decided to start another company building cars in Pennsylvania.

Question:

What was Plymouth named after?

The English university

The town in Indiana

Plymouth Rock and a brand of twine

Answer:

Plymouth was named after Plymouth Rock, the Pilgrims' landing spot, and Plymouth Binder Twine, a farm supply product.

Question:

What brand held the third top-selling spot in America from the early 1930s into the 1950s?

Plymouth

Ford

Chevrolet

Answer:

Plymouth established itself as a solid rival to Ford and Chevrolet, holding the third spot in sales for more than two decades

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