



The Distributor



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

HiCountryV8.org

July 2017

VOLUME 47, NUMBER 7

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.

July Presidents Message

Since I assumed leadership of the Early Ford V8 Club, I am awe of all previous presidents. It is a wonderful opportunity to increase my knowledge of what it takes to belong to such a great organization. Since the board consists of many knowledgeable officers that are willing to help me, I am sure that I will be successful.

I didn't want to be just president of the EFV8 club but wanted to do more. This is why I offered to be Chairman of the proposed Western Meet. Many of the past presidents, board members have offered to help me in any way possible.

It's premature to determine if the Western Meet will take place. We must take it one step at a time starting with a poll of the membership. Therefore, the board will be sending out a postcard poll in the August newsletter to determine if the membership agrees to sponsor a bid for the Western Meet in 2019.

Have a happy and safe 4th of July!

As Always,

F. Bernie Arellano

2017 President

For Sale plus more on page 7

@ 1940 Deluxe Fordor Ford. Good restored original condition car. I have driven it for the past 8 plus years.
Asking 20,000 Larry Durlin 303-427-1513

@ 1939 Mercury fordor Has been in another V8 Club for 40 years.

Contact Gilbert Adams adamsgl@earthlink.net ph. 1-316-838-3420

Comfort & Concern

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

Although no reports, please keep all members in not so good health in your prayers.

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New Members

No new Members

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Is a monthly publication of the **Early Ford V8 Club of America, Hi-Country Regional Group**, a non-profit club founded in 1970, dedicated to the restoration and preservation of Ford Motor Company vehicles manufactured from 1932 to 1953. Contributions of articles, photos, cartoons, sale or wanted items, etc., are welcome and may be mailed to Len Harcourt, dead line the 18th of the month.

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

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

2016 Officers & Board:

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

Early Ford V8 Ford Club Regional # 28

Purpose to take a poll

To find out if the club wants to sponsor a Western National Meet.

To find out who wants to volunteer their time to the function of the Meet.

Date approx. Sept of 2019

Place Alamosa Co.

Chairperson for the event Bernie Arellano

The Board has been talking about sponsoring a National Meet. This is a notice of the desire to do this. The board needs to know if the membership wants to support this idea and also who wants to help out.

In future News Letters a Poll/ form will be sent so each member can tell us your opinion and consider volunteering.

Len Harcourt

Saturday July 8th

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

*** Mecum Auction July 21-22nd at Convention Center look at the web site.

*** Sema Car Show Oct 31-Nov 3 for Info call Jim Nielsen



New Date Air Show Car Show & Swap Meet Saturday July 22nd

In Conjunction with WarBird Auto and Air Show

**Saturday May 27th, Front Range Airport
Watkins, Colorado**



Front Range Airport, CO
WarBird Auto Show & Swap Meet
All Mountain States!
How to Register!

Car Show (303)800-0283 or PitRally.com	Swap Meet (800)224-6918 or CollectorCarCouncil.com
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Saturday, May 27th 8am - 2pm



A Perfect Event to Sell or Trade your Extra Parts!

Over 100 18'x21' Swap Spaces and Car Corral Available

Free Meal and Extra Parking Pass with Early Registration

Contact: CCCC, PO Box 1888 Denver, CO 80201-1888 / 800-224-6918

**Traffic flow/ parking has been designed to insure easier entry,*
(please read the attached seller application and information page)*

More on pg 5

2017 Mountain States Swap Meet

FRONT RANGE AIRPORT, WATKINS, COLORADO

Hosted by The Collector Car Council of Colorado in conjunction with the WarBird Auto/Air Show

CAR PARTS - TOOLS – MEMORABILIA – CAR CORRAL

SATURDAY MAY 27, 2017 8:00am-2:00pm

Over one-hundred swap spaces , all on Black Top , 18 x 21 feet

Swap Meet Vendor Move-In: Friday noon-5pm & Saturday 5 am-8am*

*Traffic entry/ parking has been designed to insure easier access to this event, however it is recommended that vendors will choose to move-in on Friday! (Security is provided)**

One free Breakfast or Lunch coupon* per Swap Meet space, and one extra Parking Pass is available to vendors who register and pay for their space prior to 5/1/17

***Free meal coupon will be redeemable at the food vendor located within the swap meet area.**

To reserve a Swap Meet/Car Corral space, fill-out and mail completed form (below) to:

CCCC, PO Box 1888, Denver, CO 80201-1888

Questions: Please call the Collector Car Council of Colorado at (800) 224-6918

Name _____ Phone _____

Address _____

City _____ State _____ ZIP _____

Vendor Swap Space 18 x 21 feet @ \$40/space No. of spaces _____ X \$40 = _____

Car Corral Spaces @ \$20/space No. of car spaces _____ X \$20 = _____

(for sale signs will not be allowed in car show area)

Total Space(s) fee included \$ _____

Requested special accommodation(s) _____

Mail form and payment to: **Collector Car Council of CO, PO Box 1888, Denver, CO 80201-1888**

**FRIENDS & FORDS AT THE FORT
JULY 16TH SHOW TO FORT LOGAN**

The Friends of Historic Fort Logan will host an Antique Car Show, Sunday July 16th. The 5th Annual event's theme is "The Centennial of America's Involvement in World War I". Some new displays and 2nd floor restoration can be observed during your tour of the museum

I would like to have all cars parked by 10:00 AM when the festivities will start. 1953 and older Fords will park on the parade grounds as in the past. Newer classics '54 through the 60's (of all makes) will park near the museum on the street. If you don't presently have an old car to drive, go behind the officer's qtrs (on an alley road) and park near the museum and walk through to the parade grounds.

The PEER I group will be back this year with food (burgers, hot dogs, and turkey legs) and drinks. You can purchase from them, or bring your own picnic. Cake & ice cream will be served around 'Noon.

If you haven't been to the show in the past or you are a new member, get directions from someone who has.

I'll need a head count from the tour director of each of the 6 invited clubs a week prior to get a guesstimate on cake & ice cream.

Tom Webb
(FHFL)

FW: 1953 Mercury Flathead V8 Rebuilt Engine**From :** Tim Getzlaff <TimGetzlaff@outlook.com>

Mon, May 22, 2017 06:15 PM

Subject : FW: 1953 Mercury Flathead V8 Rebuilt Engine**To :** tweetiebirdcenter@comcast.net

Bernie:

I am reaching out to the Early Ford V-8 club of America for assistance in finding a home for my complete and totally rebuilt 1953 Mercury flathead V-8 engine. Engine bench tested and runs great.

I have a 1934 Ford model BB 1-1/2 Ton dump truck that is in excellent condition but the engine was "tired" and not being cognizant of Ford flathead engines I purchased this complete and totally rebuilt engine however it does not fit the configuration of this truck and as a result I am asking for help in finding someone who could use this engine.

The engine is located at the Hatfield and Son garage in Winnie, TX. 50 miles East of Houston on I-10. Delivery and/or pickup from this location is not a problem.

I am asking for \$4,600.00 for the complete engine which is significantly less than the rebuild and parts cost.

For information / details on this engine please contact the following:

Keith Hatfield - Hatfield and Son Garage
409 296 3333
Hat1963@yahoo.com or

Tim Getzlaff
409 659 2115
timgetzlaff@outlook.com

Thank you in advance for your assistance.



Will Host Their 5th Annual

Friends & Fords at the Fort **Car Show & Festivities**

With Cake & Ice Cream

Celebrating the 100th Anniversary of WWI

Sunday July 16th, 2017 10:00 a.m. to 2:00 p.m.

3742 W. Princeton Circle, Fort Logan

Invited Guests and their Fords:





Ride, Rally & Show

Saturday, July 22, 2017

Motorcycle Depot, 600 Telluride St. Aurora CO 80011

Benefiting Detective Dan Brite Douglas County Sheriff



Detective Dan Brite has been with the Douglas County Sheriff's Office since 2014. Prior to Douglas County Sheriff's Office, Detective Dan Brite worked for the Cities of Fort Lupton and Lone Tree Police Department for a combined total of 14 years and also served in the US Marine Corps. Detective Brite is married to a Douglas County Sheriff's Sergeant and together they have two daughters. On September 2, 2016, Detective Brite was shot and injured responding a call of a suicidal male. Due to the quick and heroic actions of his fellow Officers and SWAT Medics, Detective Brite survived the incident. Detective Brite is on the road to recovery from injuries sustained during the incident.

Aurora Police / Douglas County Sheriff Escorted Motorcycle Ride

2 wave time starts as we are expecting 150+ riders. (75 riders per wave)

WAVE 1 Registration 8:30 - 9:15 KICKSTANDS UP 9:30

WAVE 2 Registration 8:30 - 10:45 KICKSTANDS UP 11:00

\$25 per rider and receive 1 event T-shirt / Passenger \$10 / Extra T-shirts



Motorcycle & Car Show

12:00 - 3:00 (Staging 11:15 - 11:45)

People's choice awards

1st and 2nd place per class



Family fun for the whole FAMILY!

FOOD * MUSIC * VENDORS * DRAWINGS * FACE PAINTING * JUMPING CASTLE



Info: Adam - Motorcycle Depot - (720) 277-3583

Renee - AutoPros - (720) 216-1522

1946-1975

FORD: THE 30 POSTWAR YEARS

Innovation, daring, proliferation—all are part of the up-and-down Ford years since President Harry Truman received the first civilian car

by Spence Murray, Rick Busenkell

1946

The War Production Board raised the curtain for the postwar automobile on July 1, 1945, by removing the government ban on the building of passenger cars that had been in effect since Feb. 10, 1942. A scant three days later, on July 3rd, the first U.S. production car (a '46 Ford) rolled out of the River Rouge plant near Detroit. The Special Deluxe Tudor was personally delivered to President Harry S. Truman by Henry Ford II. The first postwar Ford to be sold went to Army hero Lt. John Sjogren in August, as a gift from the grateful citizens of his home town, Rockford, Michigan. Probably neither of these recipients realized how fortunate they were, for the nation came within an inch of being totally new car-less until 1949.

During the lowest depths of World War II when scrap drives were necessary to recycle metal for war production, it was seriously suggested that "useless" automotive tooling, dies and related equipment

be turned into tanks, ships and similar military products. It was estimated that over \$60,000,000 worth of much-needed steel would have thus been put to active use. Had this occurred, the design and construction of tooling for postwar cars could not have been started until war's end, and from two to three years of lead time would have been required to get assembly lines rolling once again.

As it was, the tooling was saved by a hair's breadth and the twelve surviving U.S. car builders, including the five GM divisions, were able to facelift their prewar models and put the country back on wheels. However, only two major manufacturers were in production by as late as October, Hudson being the only manufacturer other than Ford to get rolling.

Ford's assembly lines, conveyor systems, manufacturing equipment, automotive sub-contractors, foundries—everything required for the building of cars—had been converted to military output during the

vital years of '42 to '45. Only a war effort contracts began to be terminated early in '45 did plan reconversion begin toward construction of civilian automobiles. Initially, Ford's production was only a trickle, not achieving anywhere near reasonable levels until late August. Even then it stumbled fitfully due to strikes within supplier plant and didn't reach prewar strides until mid-'46.

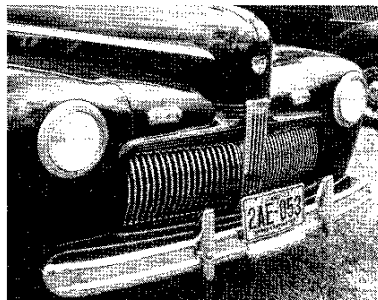
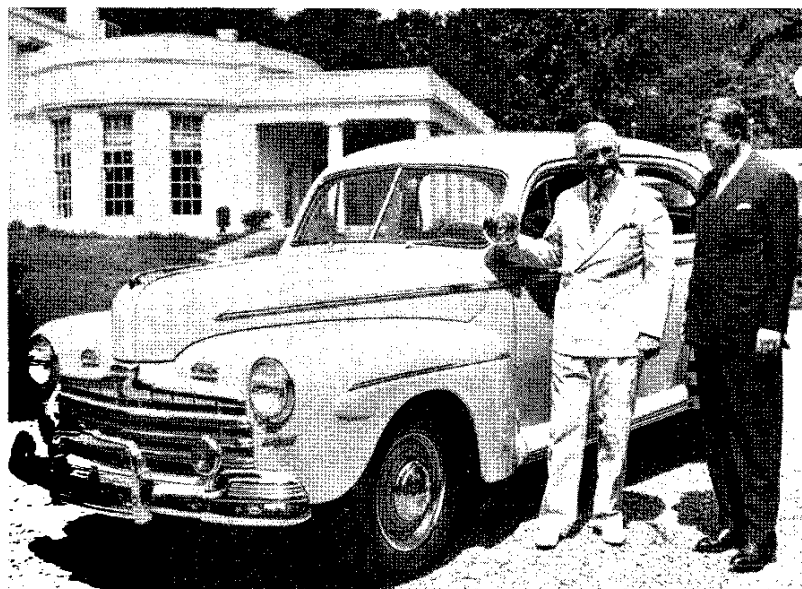
Ford's war production had been staggering, utilizing every branch and supplier plant of the sprawling empire plus many new ones constructed or purchased for the purpose. In addition to the more than 20 types of wheeled vehicles built by Ford (including thousands of the famous Jeep), the company turned

1. This is the very first postwar civilian automobile, the Special Deluxe Tudor that Henry Ford II delivered to President Harry S. Truman at the White House in July, 1945.

2. Just for the record, this is the face of 1942 that was "lifted" to become the '46 Ford.

3. The Sportsman bowed late in '45 but didn't reach full production status until July of '46. This was Ford Division's most expensive car, and the first to exceed \$2000 in the Division's history. List price: \$2282.

4. This photo is hardly fitting since immediate-postwar cars were in such short supply, but we couldn't resist showing a Super Deluxe Convertible on its way to destruction for Universal-International's movie, "Fugitive From Terror."



out 2000-hp Pratt & Whitney 18-cyl. radial aircraft engines, aircraft turbochargers, and other diverse products.

Ford's biggest undertaking, and undoubtedly the greatest challenge ever faced by any manufacturer anywhere, was the mass-producing of the Consolidated B-24E heavy bomber at the gigantic Willow Run plant built expressly for the purpose. To an unbelieving aircraft industry, the goal of one fly-away 4-engined bomber *per hour* was achieved through production techniques common to the automotive industry but unknown in aviation circles.

Such was the preamble to Ford's postwar car manufacturing—an immense scrambling of machinery and upset plants. Only light trucks, the '42-style half-ton pickup and three wheelbase versions of a chassis/cab, continued in production during late '42, through '43 and '44. These were stockpiled by government order and doled out only when customers (engaged in such vital activities as food production, mining,

and other essential industries) could prove their need. Ford civilian truck production for '43 is listed at 142,357 units, and for '44, 154,761, not including military vehicles. No Ford passenger cars were produced during these years despite brand-new, zero-mileage cars, with '43 and '44 registrations, being reported during the period. This was the result of much of Ford's 43,407 (and 4430 Mercury) unit production between Jan. 1 and Feb. 10, '42, being pooled by federal mandate for later priority distribution as needed.

Ford sensed early the tide of war turning in our favor and was strides ahead of other manufacturers in planning for the future. A hand-built '46 prototype was tested and okayed for production by June 1st of '45. Photos and mechanical specifications of the coming models were publically released two weeks later even as B-24's continued to pour from Willow Run. Thus was the Presidential Tudor ready by July 3rd, a remarkable feat.

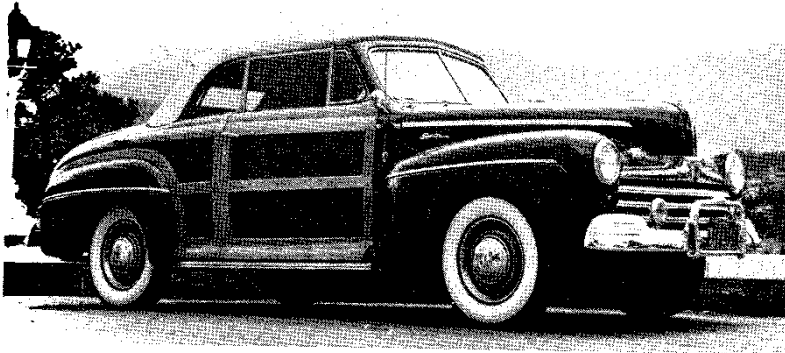
So desperate was the need for new civilian cars, and because the

senior Henry Ford was ever the conservative, that instead of taking an assembly-line fresh '46 for his personal use, he had his black '42 Special Deluxe Fordor facelifted with '46 front sheetmetal. That car, incidentally, is today housed in the Henry Ford Museum at Greenfield Village where it mystifies Ford-watchers because of its admixture of exterior trim—despite a bold sign detailing its heritage.

As a result of Ford's development of tri-alloy bearings for aircraft engines, the postwar version of the flathead V-8 was increased from 90 to 100 hp. The new bearings permitted a higher compression ratio (6.8:1, up from 6.2:1), which in turn required 4-ring pistons in place of the earlier 3-ring jobs. A new aluminum cam timing gear was added as well, and a higher capacity oil pump, plus other minor modifications. The 90-hp, 226-cu.-in. 6-cyl. engine (now sometimes erroneously credited as being introduced for the '42's, but which was actually part of Ford's '41 model announcements and available by June of that year), enjoyed a similar upgrading. It also boasted a higher lift camshaft over '42. The 6's advertised horsepower was not increased, however, probably to satiate V-8 buyers who had to pay some \$15 more for the forked motor.

An all-new front-end treatment, featuring a broader hood in keeping with the more massive grille, highlighted the '46's exterior sheet metal changes. Some new paint colors, newly designed upholstery in a choice of materials, and slightly altered dash instruments added to the eye-appeal of the postwar Fords. Ride and handling were also improved over '42 through added spring leaves. New shock absorbers were introduced with better oil control, and revised brakes appeared boasting less required pedal effort. In all, the '46 embodied 80 separate refinements over its prewar predecessor.

At first, eight '46 models were offered; the Super Deluxe series comprised a Tudor and Fordor sedan, a sedan-coupe, a convertible and a station wagon. Available in the Deluxe line were a Tudor and a Fordor sedan, and a 5-window coupe. The prewar Special models—all were 6-equipped—were not immediately reinstated. The now-rare Sportsman was announced



What A Great May Tour.

We left Morrison and got on Hwy 285 to Conifer. We then went north on Hwy 73 to Evergreen. After the Hiwan Museum Tour we ate at the Rocky Mountain Bar & Grill. What a hoot that was. I never had a double layered sandwich before that was 5" tall. Here are some photos. Also Doug Weinel drove his hot rod all the way from somewhere in Evergreen. Trying to get everyone together and ready for the museum tour was a full time job. Everyone had a good time.



FORD: THE 30 POSTWAR YEARS

in Sept. '45 when a one-off built for Henry Ford II was exhibited, but this limited production "convertible station wagon" was not turned out in any volume until July of '46.

On December 4, 1941 (three days before Pearl Harbor), the government "froze" all '42 automotive styling. This meant that any new tooling in preparation for the '43's had to be stopped so as to not deter National Defense efforts. Had such dies and equipment already been prepared before the ban, what would have then been intended as

'43 models might have become '46's. As it was, the major exterior body panels of all Fords (and other makes) were simply stamped from the "saved" '42 dies to which, in Ford's case, were added the new hood, grille assembly, and various outer trim pieces. Nevertheless, the first postwar Fords incorporated more engineering changes than competitive makes—which were not produced for several more months! Ford, obviously, had stolen a march on the industry and by calendar year's end, 34,439 Fords (plus 2848 Mercurys and 569 Lincolns) had

reached a car-starved public.

Production of all '46 Ford models continued through that calendar year, although a crippling strike resulted in less than 2000 units manufactured by late March. Nevertheless, Ford finished '46 with 372,917 cars produced and entered '47 without model changes. All of Ford's engineering efforts were being concentrated behind the scenes on a radically new series of proposed '48 models, and since the public clamored for new cars regardless of appearance, it was decided to keep the '46's unchanged.

1947

Sunday July 30th Tour

Cars Remember When

1st Annual Cars Show and open House.

Including full restoration shop from Exotics to "T's"

Location 5794 S. Datura St. Littleton

Food & Music included. Please Call Jim Hatfield for questions.

303-877-2722



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		July 2017
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4 	5	6 *General Meeting: Denver United Church	7	8 * Seminar Club Auction
9	10	11	12	13	14	15
16 *Fords at The Fort Car Show	17	18 Distributor Article Submission Deadline:	19	20	21 Sema car Show 21-22nd	22 * War Birds Air Show
23	24	25	26	27 Board Meeting	28	29
30 * Tour Cars Remember when			14			