



The Distributor



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

HiCountryV8.org

November 2017

VOLUME 47, NUMBER 11

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.

November Presidents Message

Hello V8ers,

I would like to thank the following members for their outstanding work on behalf of the club. Dr. Jim Boespflug for his informative seminar on license plates and Dick Fell for the use of his garage. Abe and Deb, Gene and Claudia, Jim Hatfield and helpers for hosting the annual "Turkey Trot". It turned out to be a great day for a drive ending with a great venue for lunch. We are in dire need for new board members. Outgoing members include: Patty Jantz, Gene Pastor, and Dennis White. This means that we need at least three members to step up and help us out.

Thanks,

F. Bernie Arellano

VETERANS DAY TOUR Saturday Nov 11 BY Tom Webb

I'm again sponsoring a patriotic tour to honor our American Veterans on their day! November 11th this year is on Saturday. We'll begin this "points tour" event at 0830 at the Field Officer's Quarter's Museum - 3742 West Princeton Circle on the parade grounds of Fort Logan. I'd like a "show & tell" from our members who are veterans and/or family members who served to share mementos or a story - it will help us all to remember the meaning of Veteran's Day. Coffee and a light snack will be served. At 10:30 we will parade over to the National Cemetery for the 11:00 ceremony. Around noon, we'll depart for a lunch at **Roster & AFD Sponsor**, 4G's Mexican Restaurant & Cantina (5950 S. Platte Canyon Drive)

Feel free to invite a guest, remember your lawn chairs (if they are more comfortable). If you can't make the November general meeting (Thurs Nov 2nd) give me a RSVP call at 303 789-3956 so I can get a good head count for Museum coffee and the restaurant.

Comfort & Concern

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

*Len Harcourt--having surgery on back double fusion

*Jim Svigel—having cataracts removed

*Sara Clark—still not doing well

*Ed Hurt—is up & down call at home phone to talk to him

* Rich Kellogg--fell at home but doing better.

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New Members

No New Members

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
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**

Membership Form for New or Existing Hi Country V8 Club Members

Member Name:_____ **Joint Name:**_____

Address_____

City_____

State_____ **Zip Code**_____

Phone_____ **Cell**_____

E-Mail Address_____

Membership Number for the National Early Ford V8 Club_____

Changes to your roster listing. Yes_____ **No**_____

If Yes, list changes (Year and Car Models)

1_____

2_____

3_____

Do you want: To receive the "Distributor" by E-mail_____ **Regular mail**_____

Important Notices by E-mail_____ **by Telephone**_____

Your E-mail Address listed in the Roster? Yes_____ **No**_____

Annual Hi-Country Early Ford V8 dues are \$30.00, or \$35.00 if received after December 31st.

The Early Ford V8 Club of America

Hi-Country Regional Group #28

www.HiCountryV8.org

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Gordon Snow Cell 303-829-3334

7508 Paul Place

Loveland, CO 80534

9/17

V-8 Club Christmas Party Sat. Dec 9, 2017

Plan to attend the final pions tour of the year. We will celebrate at Blossoms Restaurant at Windsor Gardens located at 597 So. Clinton St. Denver Co 80247

We've been able to keep the cost to \$23.50 per/person same as last year. As usual there will be a cash bar from 5:00 to 6:00 with dinner served at 7:00. You will enjoy your choice of three entrées, prime rib, chicken & fish. with all the usual side dishes and dessert, coffee and tea.

There will be a sig-up sheet at the November General Meeting. You may also call Pattie Jantz to sign up or mail a check to the club p.o box 3137 Centennial Co 80122 or Patti 6696 S. Lafayette St. Centennial Co 80121. Patti's phone # 303-795-8444

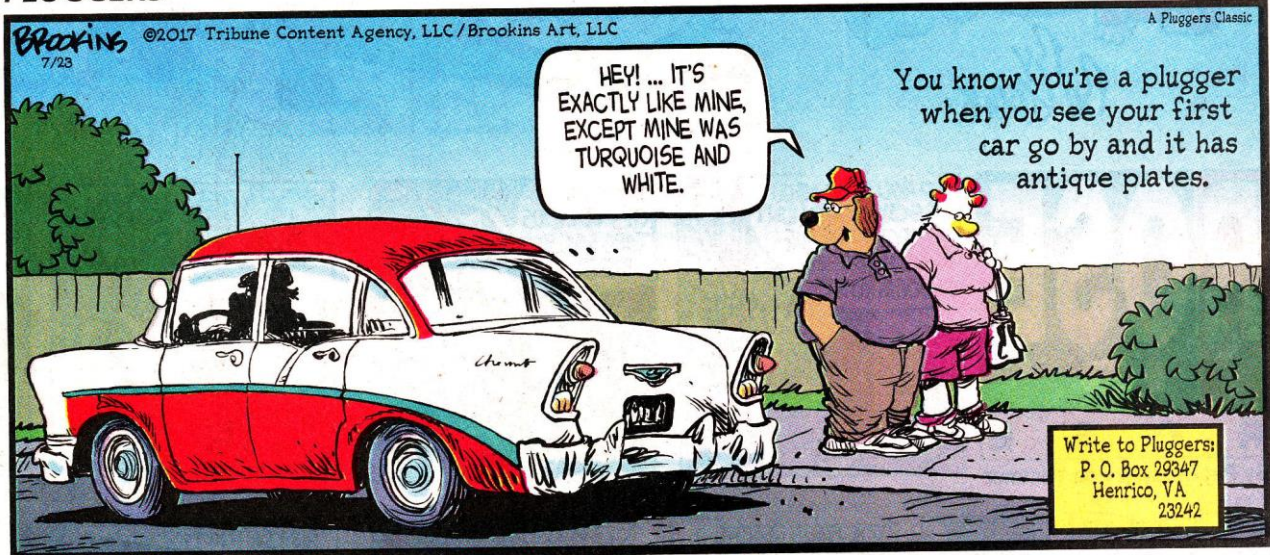
Also want to thank Steve & Roseanne Bennett for assistance with the party again this year, also thank Mary Arellano with help if we need more help. Patti Jantz

Hope to see you at the Christmas Party!



PLUGGERS

BY GARY BROOKINS



From Patti Jantz

Answers to October Trivia Questions

Q: What was the lowest priced mass produced American car?

A: The 1925 Ford Model T Runabout. Cost \$260, \$5 less than 1924.

Q: What is the fastest internal-combustion American production car?

A: The 1998 Dodge Viper GETS-R, tested by Motor Trend magazine at 192.6 mph

Q: What automaker's first logo incorporated the Star of David?

A: The Dodge Brothers.

Q: Who wrote to Henry Ford, "I have drove fords exclusively when I could get away with one It has got every other car skinned, and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8"?

A: Clyde Barrow (of Bonnie and Clyde) in 1934.

Q: What car was the first production V12, as well as the first production car with aluminum pistons?

A: The 1915 Packard Twin-Six. Used during WWI in Italy , these motors inspired Enzi Ferrari to adopt the V12 himself in 1948.

Q: What was the first car to use power operated seats?

A: They were first used on the 1947 Packard line.

Q: Which of the Chrysler "letter cars" sold the fewest amount?

A: Only 400, 1963, 300J's were sold (they skipped "I" because it looked like a number 1)

Q: What car company was originally known as Swallow Sidecars (aka SS)?

A: Jaguar, which was an SS model first in 1935,

Q: What car delivered the first production V12 engine?

A: The cylinder wars were kicked off in 1915 after Packard's chief engineer, Col. Jesse Vincent, introduced its Twin-Six.

Q: When were seat belts first fitted to a motor vehicle?

A: In 1902, in a Baker Electric streamliner racer which crashed at 100 mph. on Staten Island !

Q: In January 1930, Cadillac debuted it's V16 in a car named for a theatrical version of a 1920's film seen by Harley Earl while designing the body, What's that name?

A: The "Madam X", a custom coach designed by Earl and built by Fleetwood. The sedan featured retractable landau top above the rear seat

Q: Which car company started out German, yet became French after WWI?

A: Bugati, founded in Molsheim in 1909, became French when Alsace returned to French rule.

Q: In what model year did Cadillac introduce the first electric sunroof?

A: 1969

Q: What U.S. production car had the largest 4 cylinder engine?

A: The 1907 Thomas sported a 571 cu. in. (9.2liter) engine.

Q: What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?

A: 1970 Gremlin, (AMC)

Dennis White

Steering Committee for 2020 Western National Meet

There were a total of 14 volunteers to form the Steering Committee for the 2020 Western National Meet. This amount of participants is too many to make preliminary planning for a bid to the national. A team concept would solve this issue, by using the members that have prior experience in forming a national meet then placing the other volunteers under them. According to the National Meet Guideline we need to accomplish the following tasks before we can make a bid.

1. Form a pre-bid committee to do preliminary planning.
2. Based on the preliminary planning, vote on making a bid.
3. Select a meet Chairman and Assistant Chairperson.
4. Locate a site and hotel and pick a tentative date.
5. Develop a tentative schedule of activities and social events.
6. Make preliminary arrangements with the hotel.
7. Prepare the bid request.

AFTER THE BID IS SANCTIONED BY THE NATIONAL

1. Firm up commitment with hotel.
2. Set up committees as required.
3. Start setting up a budget including how you will cover meet expenses until contributions and registrations come in.
4. Firm up schedule of events.
5. Get firm estimates of costs of meals, souvenirs, etc.
6. Prepare publicity, meet registration form (with prices) vehicle registrations form and judges invitation.
7. Start preparation of the tour packs.

(Information from “National Meet Guide”-2013 Revision in Progress)

Mike Welch

<https://www.youtube.com/watch?v=Unz-zQJIykQ&feature=youtu.be>

2017 Early Ford V8 meet-Salem, Oregon-Riverside Park. This slide show is created from 60 photos that I took today. The slide show is 10 minutes in length

November Tour at Kafka's

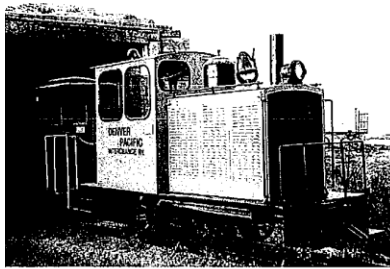
COME!

It's FREE

The Kafka's

Annual Open House

Saturday, November 4th 2017



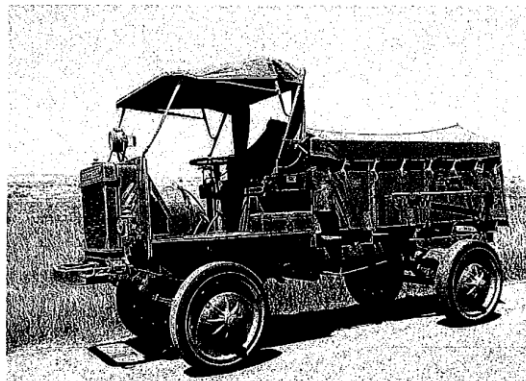
Ride the TRAIN!

10am to 4:30pm

See the antique tractors!

**Discover the antique cars, trucks,
tools, toys and engines in the barns!**

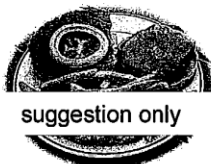
Find little trains in the caboose!



1918 Nash Truck

**With good weather, there will be lots more antique
cars, trucks, tractors, and etc.**

Make a day of it and enjoy the drinks and cake.



**Even a well-prepared meal
For a good price**

Bring one of your Classics and join the Fun!

GO three miles north of Ault Colorado on Highway 85,
Turn left (west) on road 88, we're located ½ mile off the
end of the pavement-about 2 miles from the highway. 14450 County Road 88
Please park on the property, not on the road!

Email: nash2ton@thinair.net

PH: (970) 834-2416

Report on Octobers Seminar

Jim carried on about License plates and some of the laws concerning car registrations, permits and license Plates. The seminar was given on October 7th at Dick Fell's garage. About 40 people attended -- a few who rarely make it to these seminars. It was a very educational seminar and entertaining also! Thank you, Jim, for a very Professionally done seminar on Colorado (and some other states) licensing requirements. Dick Fell -- oh by the way I still am looking for someone to do a seminar on December 9th

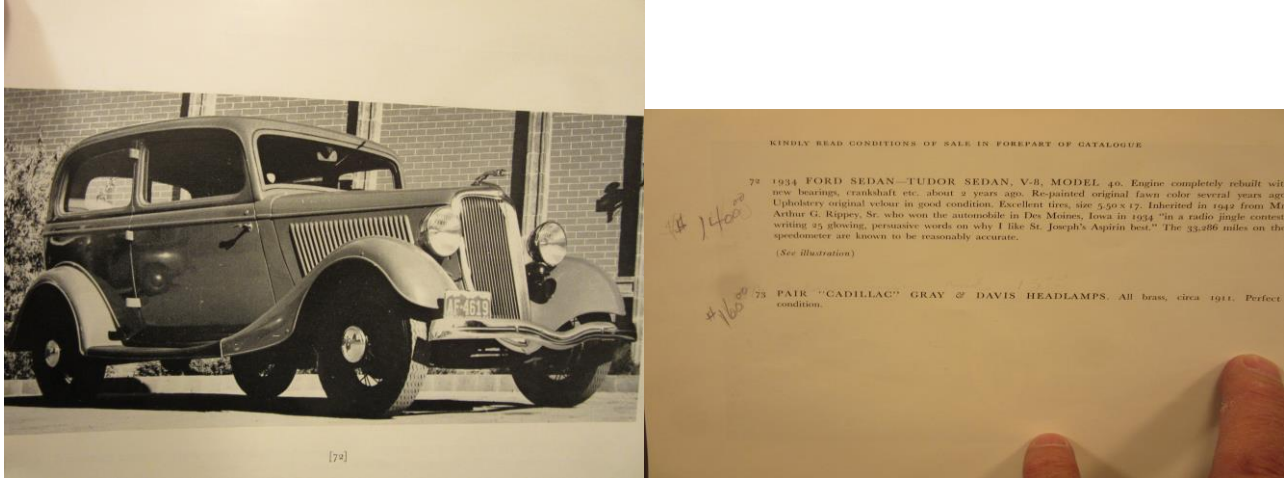


Photos By Ed Rockwell

Where has it Gone

Arthur G. Rippey retired local business man established the Veteran Car Museum 2030 So Cherokee, Denver, Colorado in 1963. In the mid 1960's he would have a annual "VETERAN, VINTAGE AND CLASSIC AUTOMOBILES" auction. This 1934 Ford was auctioned off in his 1966 auction. Interesting little story about how the Rippey's acquired the car. By the note in the column the car sold for \$1400. Photo and description is from the 1966 Auction Catalog, Tuesday November 15, 1966. Wonder where it is today?

by Wes Johnson



Seminar Saturday November 4th

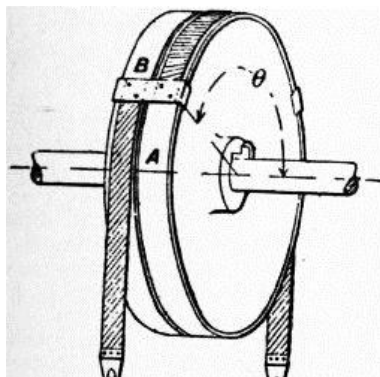
Mile High Performance

2101 W Cornell Ave. Englewood Co

One block North of Dartmouth Just East of Vallejo St West side of Santa Fe.

Coffee 8:30 Seminar at 9:00 bring a chair

Sponsored by Mike Jacobs 1-970-443-1938



For Sale or Buy



For Sale

1949 Packard 4dr Sedan runs good, nice interior, dash and instruments, original engine, no dents or rust, always garaged. Asking \$8,000 Herb Alie 303-771-0559

|||||

For Sale or Trade, Cheap – Make offer if interested.

For 1952 V8 8BA:

- crankshaft will measure if interested
- flywheel
- intake manifold
- 4 water pumps to rebuild "Free"
- oil pan with inspection plate
- original head bolts "Free"
- 2 exhaust manifolds L and R
- various other items possible

Wanted

For 1952 F1 8BA

- headers left & right
- dual exhaust pipes/mufflers-perfer new if possible
- 12volt seal beam head lights
 - parking lights /tail lights
 - any good glass
 - shop manual
 - hub caps
 - horn button
 - turn signals
- radio
- glove box
- any other extra items you may have that I may be interested in

- contact Ed Andrews
- Littleton Co 80125
- cell 303-579-2622
- home 303-979-1732
- andfam4@aol.com

For Sale

For sale

1939-40 Merc, left side (dual side) tail pipe. This pipe is old stock made back in the day when pipe fit. \$40.

1935-38 Ford Pass & Commercial left side (dual side) tail pipe. Another old stock pipe. \$40.

Dick Merlini 303-494-1628

LONE WOLF VII
THE GOLDEN ANNIVERSARY TOUR
by Tom Webb

The Goals of the Trip:

- 1. Take a Road Trip on the 50th Anniversary of my ownership of the Coupe
(August 23, 1967)**
- 2. The Coupe's travel over new roads and passes**
- 3. Attend Creede's Crusin' the Canyon Car Show**
- 4. Enter Dinosaur National Monument**
- 5. Visit friends and relatives**
- 6. Prove the road-worthiness of my '39 V8-60hp Coupe**

Day 1 - Thursday September 14, 2017 - Left Sheridan, CO at 0545. US 285 to Kipling to Morrison Road, behind the hogback to US 40 West. This finally gets me on I-70 at Genesee (w. exit). The Interstate is a V8-60 nightmare up Mt. Vernon Canyon! Drove west down Floyd Hill through Idaho Springs. Traffic was "fairly" light past Georgetown and actually hit 50mph at Bakerville where I looked south up the canyon and spotted the only 14'ers on the Continental Divide; Grays & Torreya Peaks. The last 1/2 mile into the Ed Johnson/Eisenhower tunnel was 18mph in low o/d. I like the other side better going down!

Probably the last time for I-70 W but I needed to get to the top of Vail Pass so I could summit Shrine Pass (elev 11,089) and descend into Red Cliff on US 24. Only 2 places from a road can you view Mt. of the Holy Cross. The first 100 yards out of the tunnel (on your left horizon) and on the Shrine Pass Road. After hitting washboards and losing momentum, I powered out near the top. A couple nice young men, Andre and David, gave me a "tow" to the top in a pickup. Probably couldn't have pulled it on my own, but I was ready to back down and get a better run at it when they showed up. No way I could of driven west to east. The only other tow was getting stuck in the soft sand at the Pacific in Oregon (LWIII) . Shrine Pass is off my bucket list.

Got on 24 at the nice bridge above Red Cliff. Drove by the ruins of Camp Hale (WWII Tenth Mountain Division) and over Tennessee Pass with no difficulty. Climbed Fremont Pass across from the Climax Mine and circled back to Leadville. Had a good burrito at Casa Blanca Restaurant and off to Buena Vista City Park for a Coupe cool down. Spent the night at my families' property 10 mi east. Rained twice for 45 min. Tent held as usual!! good day (200 mi driven)

Day 2 - Friday September 15 - Left camp at 0700 west on 285 to "Buena". No snow on Mt. Princeton, heavy dusting on Mt. Yale and Harvard to the north. Stopped at Joe Cogan's ranch for 1/2 hour visit. Very interesting historian of the Arkansas Valley ranching. South on 285 over Poncha Pass. Decided to go the Gun Barrel CO 17 to Hooper and west on CO 112 through V8 Club President, Bernie Arellano's home town of Center. CO 112 is a E-W route across the San Luis Valley. I've never driven. Many tractor/trailer loads of potatoes were noted. Irrigated and very good farm land in this area of the "Valley". Bernie suggested a hamburger in LaGarita at the store. Great choice the "LaGarita burger"! Drove out of town to Penitente Canyon (a rock climbing area run by the BLM) Wanted to see the Natural Arch down the road, but the washboards were too bad for any more diversion. Got back to 112 and Del Norte. Found a nice campground and shower house for the evening in South Fork. (170 mi driven)

Day 3 - Saturday September 16th - Drove 23 miles north to Creede to their 9th Annual Crusin' the Canyon Car Show and I'd be there for Creede's 125th birthday (1892). Arrived early at 7:00 am so I got a nice spot on the street at the north end of Main St. 83 cars registered. I talked to Nick Kulyk at the Early Iron Show in Alamosa 9 years ago who started and organized this show. He told me to come sometime - well it took 9 years, but I knew it would be a real pretty setting in Creede so there we were!

Lasted until about 4:00 pm so didn't want to push my luck over Wolf Creek Pass this day. Two days in a row at the same camp is usually not me, but it worked great. Got away from the show for a hour & 1/2, walking up to the original Creede fire station that was tunneled into the side of a mountain. It had individual bays for all the fire trucks. It was tunneled back as far as needed for each truck's length. A real miner's engineering! Probably didn't even need a building permit. Took tour of the Creede Mining Museum next door. It was a replica of the different horizontal and vertical shafts with equipment and miner manikins. Very interesting 20-stop narrated display. I asked about my Adams State College roommate Ben Poxson whose Grandpa "BT" owned the Commodore Mine.

The museum host Wendy Leggitt called her husband Bud down. We talked about the late Benny Poxson for an hour. This stop made my whole day special in Creede! If you're ever in Creede - see this museum. Back to South Fork for the night. (46 mi driven)

Day 4 - Sunday September 17th - This was big pass day and long anticipated. Going west out of South Fork is the infamous Wolf Creek Pass (elev 10,850') which I drove over from the west last September. 2nd gear over & under was the solution at 30 mph. Turned 56K on car since restoration at "Widowmakers" corner on the down - hill west side. It's a sharp corner and I even witnessed a tractor/trailer on its side a year ago. Through the nice town of Pagosa Springs and on to Durango. The three passes on my bucket list for the Coupe were Coal Bank, 10,640', Molas Divide, 10,970' and Red Mountain, 11,018' for this day.

Near the top of Coal Bank Pass I pulled over for a photo of a sign just short of the summit. Engine died so I figured it would be good time for a cool-down. Put up the hood and immediately a motor home pulled in behind me. Walked back to tell him I was fine and low and behold, it was a car-guy friend from Littleton - Dick Stokes! He got me a bag of ice which I put on my mechanical pump and it started right up. Small world!

Molas Divide Pass summited in the rain and down to Silverton. Hoping my friends, Bill & Lucy Walko, were still running the restaurant Natalias, I stopped in to see and they were still there. We had a great visit. Back in 1995 my 4X4 truck wouldn't start after a long day of mountain climbing. My climbing partner hitched a ride to Silverton and Bill saved our day. Bill diagnosed the rubber gas line above the tank under the bed of the truck had been chewed on by a varmit and also the leads of the fuel sending unit thus showing we were "empty" of gas. His 5 gallons of gas overfilled the neck, so gas I knew we had! Got the truck started and drove down Stony Pass to Silverton. We would have been in a real predicament if it wasn't for Bill! After good conversation and photos I was off. If you take the classic Narrow Gauge from Durango north the train stops in Silverton facing Natalias. Give Bill & Lucy a try!

The Million Dollar Highway stretches 25 miles between Silverton to Ouray and is one of America's most eye-popping, breathtaking, dangerous roads. If you're a flat-lander and drive it you'll probably only do it once! The shear drop-offs with few if any guard rails. A slow car, with hydraulic brakes is the only way to go! Driven it many times but not in my Coupe. I think south to north is less steep and you're on the inside (close to the mountain) In the winter it's the most avalanche prone hazard (per mile) in North America.

Hair pin curves drop you down into Ouray, which calls itself The Switzerland of America. The town is enclosed on three and a half sides by steep mountains. It marks the end of the Million Dollar Highway when you're heading north.

Drove US 550 north past Ridgeway to its end in the nice town of Montrose.

I called my life-long friend Dan Minor in Delta. We lived near each other in Sheridan, when my family moved to Colorado in 1956. We went separate ways for 10 years and ended up at Western State in Gunnison after we both got out of the service. (1972) Talked into the wee hours about old times . Reminiscing is good! Long, but good day. Spent the night in Delta thanks to Dan! (245 mi driven)

Day 5 - Monday September 18th - 0700 start. Drove east and north on CO 65 through Cedaredge and orchard country to the top of Grand Mesa. Steep in sections but easily done in 2nd gear. Good views along pullouts overlooking the valleys below. The Mesa top is heavily forested with many lakes and much seasonal color. The nice downhill drive off the top north was welcomed. At Mesa, Colorado the 10 miles to I-70 is a beautiful rock rimmed canyon. I-70 from here is downhill and with the 3.20:1 overdrive is a pleasant highway speed to Fruita. I always gas up here and stop at the Viet Nam Veteran's Park. US 6 to Loma and north on much anticipated CO 139 to Douglas Pass. (elev 8,268')

After 35 miles into the drive I started the ascent of the pass. I didn't have an overly good run at it and I quickly lost power. I powered out but, fortunately got to a wide pullout on the left. At this time, it vapor-locked and engine quit - good time for a cool-down. Light traffic, mostly tractor/trailers. Thinking of all my options, i.e. 70 miles wasted back to I-70 and a different route north; going down the pass and getting a better run at it, etc. etc. A big heavy semi pulled in next to me on my outside and stopped. He was a car guy from Grand Junction and thought he could help. He did! He told me the new paved section I just climbed was the steepest section of the entire pass, and if I could make it 50 yards I should be able to go the whole way. I drove about 2 miles where I pulled over again to see cars actually stopped at the top on the steep uphill. The trucker from before told me of road construction having a "stop light", and I didn't want to be dead stopped at a steep uphill!

Some nice folks from Michigan pulled in and we waited for a "clear" shot at the light. They followed me with flashers and I pulled the grade easily and stopped level at the red light! You meet nice people on the road! Downhill to Rangely and a new town

for me! First time on CO 64 to Dinosaur. Drove US 40 east to the east entrance to Dinosaur National Monument. The Coupe's final Colorado National Park/Monument (at this time!)

The Deerlodge Park entrance is where the Yampa River enters from the east into the canyon of Dinosaur. Pretty country. Wished I could have made it up to Gates of Lodore (the northern entrance), but another 100+miles. Maybe another time. Back to US 40 and on to Craig.

I stayed with Bonnie and Ron Wilson. Bonnie is my brother-in-law Dennis' sister. They are definitely "locals" living in Craig 70+ years. The ladies in my car club would love to see the quilts Bonnie has made! We had a great visit" and I appreciate their hospitality (318 mi day)

Day 6 - Tuesday September 19 0730 - Craig departure. Headed north up CO 13 to Baggs, Wyoming. This was a never traveled route for me. The Coupe and I have traveled US 40 through Steamboat and over Rabbit Ears Pass three times and the Snowy Range in Wyoming beckoned. At Baggs, we headed east on WY 10 across nice valley pasture land. Saw a sign "leaving Wyoming". Must have been for 100 yds into Slater, Colorado. A real border town! Didn't have a re-enter sign! Drove through the Medicine Bow National Forest and Snowy Range reaching the high point crossing the Continental Divide at Battle Pass (Elev 9,955'). A lot of hunting camps noted. Good roads, but very little traffic in this area. Turned south on WY 230 at Encampment and on to Colorado's North Park and Walden. South on "new to the Coupe" road CO 125. Nice Fall color drive through Rand and over the Continental Divide at Willow Creek Pass (Elev 9683') to Granby. US 34 starts at US 40 here and goes north to Grand Lake over Trail Ridge Road to the western suburbs of Chicago. This time I'm driving just 13 mi to my brother's place south of town. After a few libations the day ended. (227 mi driven)

Day 7 - Wednesday September 20 - Asked my brother, Red, if he'd like a little road trip in the Coupe. He was up for it so this was the only part of the trip I wasn't Lone Wolf. I had one more pass I wanted to "bag". Drove west on US 40 through Grand County towns of Hot Sulphur Springs and Kremmling along the fall colored Colorado River. Turned west on CO 134 to the summit of Gore Pass (elev 9,527'). My '39 V8-60 Coupe has driven over every paved Colorado Mountain Pass (in all cases "slowly"). It took 50 years mainly because it was off the road for 30. Glad my brother could be along for the last one! Looking at 6 more gravel passes that would make an even 50 total! (124 mi driven)

Day 8 - Thursday September 21 - Woke up to a flat (RR) tire! I got a chance to use my never used aluminum floor jack on Red's flat gravel driveway! Changed it and left for Sheridan and home at 0800. The usual route - US 40 over Berthoud Pass with little traffic to Empire and I-70. I-70 past Idaho Springs to US 6 down Clear Creek Canyon to Golden. Nice color drive downhill. 6th now is finished, going under 19th Street in Golden. 6th Avenue freeway to Kipling, south to US 285 and home. Nice to go but nice to be home! (107 mi driven)

EPILOGUE:

All trip goals accomplished
8 days on the road
1,440 miles driven
73.84 gallons gas
19.5 mpg
1 1/2 qts - oil (960 miles per qt - leaks!)

Special thanks to Bernie Sawin who has made my Coupe so dependable. His mentorship gives me a fightin' chance of fixing things if needed on the road. No mechanical difficulties on this trip.

Special thanks to my wife, Julie who sends me out on the road to fulfill my dreams. She also types up these lengthy stories and emails them to my friends on and off the road.

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(Editors picture)



Toms' Ford

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2018 Early Ford V-8 Club Installation Banquet

Saturday January 20th, 2018 5:00PM- 9:00PM

Applewood Golf Course 14001 W. 32nd Avenue

Golden, Colorado Located on 32nd West of I-70.

West on 32nd to first round-about Turn Right.

Thru gate into Parking Lot.

***5:00pm-5:45pm Guest arrival, cocktails, Cash Bar**

*** 6:00pm- 7:00pm Dinner Served**

*** 6:45pm - 7:30pm Installation Program**

*** 7:30pm- 8:45pm Entertainment**

***8:45pm- 9:00PM Conclusion**

Plated Dinner choice of Entrée

Meal No

Pan Roasted Mahi Mahi with lemon @ \$ 26.00 1

Mustard Crusted Top Sirloin with Onions @ \$ 31.00 2

Slow Roasted Chicken Statler with Gravy @ \$ 26.00 3

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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		November 2017	
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
			1	*General Meeting: Denver United Church 2	3	*Tour Kafkas *Seminar Mile High Performance 4	
5	6	7	8	9	10	*Tour Veterans Day 11	
12	13	14	15	16	17	Distributor Article Submission Deadline: 18	
19	20	21	22	Thanks Giving Day 23	24	25	
26	27	28	Board Meeting 29	30		31	
			18				