



The Distributor



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

HiCountryV8.org

January 2021

VOLUME 51, NUMBER 1

Our meeting place is Englewood Bible Church. 3190 So Grant St. Englewood Co. Meeting is the **First Saturday outdoors 1:00 pm as weather permits**. Parking will be on the east side of the building with the entrance being the East side. Entrance door to the right. Board meeting's the fourth Tuesday. Board meetings will also be at the church.

MY LAST PRESIDENT'S MESSAGE

On our December 5th General Meeting outdoors behind the church we had three members step up to fill the 3 positions, so no election was needed. I'd like to thank our 2 members who submitted bios/resumes as requested: (Steve Estep and Nick Morstad). They will fill the vacated positions on our board (Mike Jacobs and mine). Arnel Kimmitt stepped up to fill the one-year Voting Alternate position. On December 15th our 2020 Board met for the last time. The following positions were finalized for 2021:

Nick Morstad – President

Abe Jones – Vice President

Fred Hower – Treasurer

Scott Turnage – Recording Secretary

Steve Estep – Corresponding Secretary

Jay Svigel – Board Member

Arnel Kimmitt - Alternate

As we all know 2020 was a very difficult year for all and our regional group. Our 50th Anniversary year started off with a very positive attitude. The Western Nat'l Meet was "in our sights", an Anniversary Banquet could have happened, but these weren't meant to be including canceling the 49th continuous ALL-FORD DAY, The Christmas party (50th year). We tried to safely stay active and many members did. The outdoor meetings and driving tours had good turnouts. Many clubs around the country just shut down, but I feel we safely tried. Patti Jantz worked hard to find a Christmas party venue, and did! 40 members paid to attend, but with the latest social gathering restrictions it just safely couldn't happen. What's wrong with a Christmas in July? Thanks for your efforts Patti!

We had a few outstanding tours to Ft. Collins (Brooke & Dan Dolan), Lafayette (Paul Dozoretz), Highlands Ranch Mansion (Patti & RoseAnn Bennett) and the Annual Turkey Trot (Abe Jones & Gene Pastor). Thanks to you guys!

Thanks to Mike Jacobs, my VP in 2018 and our seminar guy for 3 years! Enjoyed my 3 years with you on the board Mike! Thanks to Keith and Eileen Carpenter who hosted one outstanding Seminar @ their home and garages east of Parker. Unforgettable!!

Charlie Clark is retiring after 3 ½ years as our Corresponding Secretary & V8 Times Correspondent. He had a great run with many articles in my favorite little magazine! Thanks, Charlie, for your well written efforts.

Jack & Pat Eakins have "retired" from the distribution of the mailed "hard copy" Distributor. Their contribution to our club is very commendable. Numerous monthly trips to Office Depot and the post office (5 yrs x 12)! They also handled Membership along with this for numerous years. Thanks guys! Behind the scene members Brad Hunsinger will do the Roster one more year (2021) and Len Harcourt will keep us informed being the editor of the Distributor! Jim Nielsen will continue being CCCC Rep. Thanks guys!

I'd like to thank all the Board Members I served with the last 3 years. This year the effort was there, but the timing wasn't!

As they would say at my favorite Navy duty assignment - on Okinawa, "Sayonara"

Tom

Comfort & Concern

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

Casey Hayes: Home doing very well after breaking hip

Leroy Rupp: In rehab after falling

Inside This Issue

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New Members

No new members this month

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 & 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, deadline the 18th of the month. Address 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

2021 Officers & Board:

Nick Morstad..... President
Abe Jones..... Vice President
Fred Hower.....Treasurer
Scott Turnage..... Recording Sec
Steve Estep..... Corresponding Secretary
Lou Mraz..... Board member
Jay Svigel.....Board member
Mike Jacobs.....Board member
Arnel Kimmett..... Alternate

Chairmen:

Debra Jones..... Membership
TBD..... Seminars
TBD..... Tour Chairman
Jay Svigel..... Meeting Programs
Jim NielsenCCCC Representative

Newsletter/Web Site Staff:

Len Harcourt Editor
Brad Hunsinger..... Circulation
Ed Rockwell Photographer
Patti Jantz. Remembrance & Celebrations
Jay SvigelWeb Site/ E Mail
EFV8 Hi-Country Regional Group
P.O. Box 3137, Littleton, CO 80122
website: **HiCountryV8.org**

Tour Chairman Mike

One of the greatest pleasures in Life is Learning, expanding knowledge ,teaching and acquiring skills, The last few years of Seminar chairmen was a pleasure and a enjoyable challenge to schedule activities for the Early Ford V8 Club, The Meeting and getting to know fellow Club members to see their personal collections of collections and expertise in various aspects of classic car restoration and maintenance , I was new to the Club when I volunteered to Chair the Seminars and to help out with Tours and I gotta say I am so glad I did, I've learned so much about this Hobby and the amazing Club members in the Early Ford V8 Club. The History and Understanding of Flat Head Fords and how to keep them running and enjoying them for years to come from the hands on teaching learned from fellow club members and friends has only made my love of Flat Head Fords and Owning and Driving an Early Fords even greater. SO I'd like to thank the Club for the Opportunity and I will always cherish these memories.

So as I step down and hand over the seminar office to the next member, I will continue to help out wherever and how ever I can to further this club and volunteer, The Evolution and adapting to the new paradigm of our Hobby is facing in the future will take all of US doing something and what we can to keep this Amazing Hobby alive and Fun in years to come, 2021 will be a challenging years but we still have our friends and classic cars to cheer us up and see us through the new challenges . Lets ALL pitch in and volunteer, make the Tours , Seminars and meetings a Highlight , Let's Keep those Classic's moving and lets keep getting together whenever we can to keep this amazing hobby alive and well. I'd like to thank all who came out to the seminars , tours and club events, the members who got their Pride and Joys out and drove them, and I'd like to thank everyone for making my time as Seminar Chair such an amazing time in my life, I learned a lot and cherish each and every one of my fellow club members, Thank You , MJ

No seminars are planned at this time, there might be a few tours/ club drives planned for March and Garage Tour for April , with warmer weather of spring there is a good chance of a few outside seminars. We'll find ways to keep this going and fun . SO keep driving those Classic Rolling and Drive them as you can and We'll keep the light on for Ya' !

Stay warm and Stay safe, we'll see ya' soon. Michael S. Jacobs, Seminar Chairmen esp.



left to right

Abe Jones VP

Fred Hower Treasurer

Nick Morstad Pres.

Steve Estep Corresponding Sec.

Scott Turnage Recording Sec.

Photos by Ed Rockwell

Hello club members, Well It's the end of another season and boy was it a rough one. So much up and down with all the news out there. If you're like me I didn't like what was going, on stay in, go out, it's real bad, and then it's not that bad. I sometime wonder if they know whats going on. So we stayed in as much as we could. Thats my feelings, But on to other things. I hope every one is staying safe I don't want to hear of anyone getting sick. It's sad we lost a couple of members this year they will always be in our thoughts. We would leave the house to go to grocery store, that in itself is depressing. You go for a few items and it costs a fortune. I am really happy to know we had the opportunity have a couple of events this year. The club picnic was a blast to see every one that came to the park and we had good BBQ provided by Mr Jacobs friend. Great time, fantastic weather, nice area. I had to think very hard to decide to put on the Turkey Trot. I know there some that felt I should not do it but I did it. The day started out cold and a light rain but we had what I felt was a great turn out and every one handled the weather great. I want to thank every one that helped me with all the work. I want to thank all the Club Members that came to all the events that we managed put on. I know it was hard for you to decide to go with every thing going on. Sorry to say the I will not put on the installation banquet this year due to the situation. I will put it on later when we can find room. The season is coming to an end and I hope things will get better as the new year comes in to play. I hope we can start seeing each other. I will end this by saying again if you need help with anything please do no hesitate to call and I will do what I can to help you. OH I don't plow snow sorry. Stay safe and well and we hope to see you as soon as posable.

Merry Christmas and a Happy New Year

Abe and Deb



Attention

Deadline for paying dues is coming soon!

Dues go up to \$35 as of Jan. 1, 2021.

Dues must be in by February 1, 2021 to have your name listed in the roster!

Please send a new membership form and money to Debra Jones ASAP.

Have a Merry Christmas

Stay healthy.

Debra

2021 Membership Form for New or Existing Hi Country V8 Club Members

Member Name:_____ Spouse Name:_____
JM Yes___ No___

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_____

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.

JM (joint membership additional \$3.00)

The Early Ford V8 Club of America

Hi-Country Regional Group #28

www.HiCountryV8.org

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Debra Jones Home Phone 303-232-9458

8521 W. 32nd Ave Cell 720-641-3179

Wheatridge, CO 80033

Steve and Deanie Kennedy's '36



As many of you know, we bought our 5-window back in December of 2017. It was black but had had several paint jobs since it left Henry.

It needed several items updated, beginning with the brakes. Yes, I know Bernie says his mechanical brakes are as good as hydraulics, but he helped me set up a '39 front suspension that I got from Jim. Loren H helped me put the rest of hydraulic brake system on it. Bernie has been a huge help with lots of problem solving. Bernie is certainly a wealth of knowledge when it comes to the '36.

As I said, when we got the car, it had a poor paint job on it. I had it sand blasted then did a lot of body work on it. I have also mentioned before that I had a '36 5W in high school that was Washington Blue and that is what color I wanted to paint this one.

I was having trouble getting the rear fenders as smooth as I wanted them. I was down at Finish Masters and asked Eli who he knew that could get the fenders finished and ready for painting. He knew someone named Johnny. I got in contact with Johnny and he got the rear fenders all smoothed out. I kept working on the rest of the body for another month then decided it was time to go back and see Johnny to get the car finished. I just could not get it smooth. When I talked with Johnny about finishing the car, he said we had to go talk to the boss. When we walked into the boss's office, there sat Art Dyne, someone I had known from the Jaguar club many years before. Art gave me a price and Johnny started working on finishing the body work. I had already removed the rear fenders to do some body work on them but had left the front fenders on. Johnny said I would get a better paint job if we took the front fenders off, so off they came. Big mistake. I should have put some kind of mark as to just where they were. You would not think it would be that big a deal, after all, put a bolt through the hole and put a nut on it. Well, when I got around to putting the hood on it, the hood overlapped the fenders and grill by almost an inch. Bernie came over and said I needed to loosen everything and start from the rear fenders and work my way forward. We worked on it for quite a while and got it close. The hood itself moved forward just a bit and after pushing it back to the firewall, things fit a lot better.

Bernie also mentioned that the '36 is one of the hardest cars to get everything lined up on and Arnel confirmed it.

Steve Estep gave me a paint sample of the tan used on his 1951 F1 Panel Truck so I could have Rody match the paint to pinstripe the car. Rody did a great job!!!



Anyway, now it is finally done and lots of fun to drive. I have forgotten just which bolts didn't fit right and which ones I skinned my knuckles on many times. I do remember some time back when I was visiting with Charlie, he said, "After you take them apart, nothing fits back together the way it did before."

Steve and Deanie

Story of passing member

Cy and I

By Ivan Fiechter

I met Cy in 1963 when we were working for Public Service Co. of Colorado. Cy was employed At Colorado Central Power in Englewood when they merged with PSCo. He was then Transferred from Englewood to Denver.

Cy was a talented Draftsman and could draw almost anything. He and I had a mutual love For those things mechanical, and became friends early on. Cy had met a fellow named Merrill Newman who owned a 1953 Ford, short story the Ford was owned by Cy, and the Ford Bug was on.

In January 1970, Cy, Merrill, and I met at Casey Hayes home to provide our input about the possible formation of a Regional Group of the Early Ford V-8 Club of America. Casey and Sam Benton were having Conversations about this matter and Casey was looking for suggestions. Sam and Casey carried the ball, everyone knows the results.

The first order of business was a Newsletter. After a lot of discussion, our wives, Janet and Francie agreed to co-edit, with the two of us. Therefore volume 1 number 1 was issued in April, 1970. Cy did the Artwork for three choices that were presented to the membership to decide a name for the letter. Distributor was selected. All Regional Groups have a logo to be used for jacket patches etc. Cy then drew the logo using the mountain range at the bottom. Cy also penned the logo for the newsletter, that was used for many years, but is gone, who knows where. The four of us wrote the newsletter from 1970 to December 1974, and a good time was had by all.

Cy was on the board that established the 250 club, and was one of the first three to reach the 20-year mark in 1990. He was elected President in 1980, and held many Officer positions during the early years.

Cy was a good "wrench" and helped many members with their mechanical problems. Sometime in the Late 70's, Cy bought a 1939 Ford convertible, painted bright red, rear fenders welded on, and a Buick engine. He guided (drove) it home and began a complete restoration. Sometime later he bought a 1950 coupe that went everywhere.

Cy and I have been good friends for 57 plus years. During the late 60' s and early 70' s we bought Fords, built engines, painted, and sold them all.

To use the words by Bob Hope, "thanks for the memories" my friend Cy! And from a cowboy named Roy Rodgers, "till we met again"

Ivan

PLUGGERS



newspaper clip from Patti

"NURSE GOOD BODY"

aka "BIG BERTHA"

I was an early member of the High-Country Regional Group of the Early Ford V-8 Club of America. As I recall, Mike Welch and I were the first members that were not "Charter Members" of the club. I had just returned from a year tour in Viet Nam in 1967 and 1968. I spent almost 5 years in the U. S. Coast Guard and was attending the University of Denver where I was majoring in Hotel and Restaurant Management. I had acquired a 1939 Mercury Town Sedan (behind a Service Station on Spear Blvd, near Washington St.) and later a 1940 Ford Four Door Sedan, from Flannagan Cement (Santa Fe Blvd and Evans Ave.). I learned early the fewer doors these cars have the more expensive they were.

In about 1971 I was transferred to Omaha, Nebraska by Manning's Food Service, Inc to be the Food Production Manager at a large Hospital, Bishop Clarkson Memorial. Shortly after arriving in Omaha, I joined the Meadow Lark Model A Ford Club, mainly to find individuals that were interested in Henry's Flathead powered vehicles and possibly in starting a regional Group of the Early Ford V-8 Club. Didn't take long till I formed the Omaha Regional Group, #43 and was president for the first 2 years.

Before I left Denver, Ivan Fiechter and Ed Cox asked me to let them know if I found a 1940 or 1941 Ford Sedan Delivery for sale. One day I was talking to Larry Cain, the Vice President of the new Early Ford V-8 Club about their request. Larry worked at Offutt Air Force Base in Bellevue, about 10 miles south of downtown Omaha. He told me he used to take a short cut through the southern part of Omaha to get to work and there was a Sedan Delivery parked next to a house in that area. He said he would follow up and see if it was still there. A Couple days later he called me and said the Sedan Delivery was still there, but there was a problem with it. It had been extended three feet and was turned into an ambulance. It was FOR SALE.

I went and looked at it and found it was a solid car, it was being used as a drywaller's vehicle. The car was a weathered grey primer with rattle can flat black fenders, probably replaced due to an accident. The Sedan Delivery seats had been replaced with one VW driver's seat. There was a one-gallon gas tank on the front floor with a hose running through a hole in the fire wall and connected to the fuel pump. Looked like the original flathead Ford engine was still powering it. The 1939 Ford hood was held on with a bungee cord, there was a replacement 1939 grille, and a 1941 Ford Super Deluxe front bumper. Left rear fender was crunched. There was Snow Tire on the left front. All and all it was pretty complete. It had the Siebert Coach works medallions on the medicine cabinet sides and molded into the rear step plate. I got a price from the owner and contacted Ed and Ivan. They decided to buy it, but only if the title was good. I paid for the ambulance and drove it home at night to the apartment I was living in. That was positive. A couple weeks later Ivan and I think Gordan Campbell came out and "flat towed" in back to Denver. With a clean title in my name with them, they headed towards the Rocky Mountains. After being on the highway for a short time the ambulance began shaking and wobbling. Ivan pulled over and adjusted the front end as well as he could. I think they got back to Denver with no other concerns, other than it was kind of ugly at the time.

Time moved on, I had acquired an additional child, son Mark. I already had a three-year-old daughter, Tiffany. Also I acquired a black 1950 Ford Tudor Sedan with over drive (loved it) from the original family and a 1947 Ford Station Wagon, barn find (the #1 car I wish I had never gotten rid of, that's a story for another time). I had been chosen to come back to Denver and take over the Food Services for St

Anthony Hospital Systems, North and Central. I had sold the '50 and the Woodie before leaving Omaha and had some extra cash when I hit Denver. The ambulance had been moved a couple of times but was being stored outside at Ed Cox's place. I always had an interest in that ambulance. I worked a deal with Ivan and Ed. Ed threw in a correct hood, a 1940 Ford Tudor Seat and maybe a couple of better fenders. They had never changed the title over, and it was still in my name. That made getting Colorado plates and title very easy. I towed the Ambulance to a house I was renting in Wheat Ridge off West 44th Ave.

As I started stripping the body of paint, I came across the printed words on the side and the rear door, VALPARAISO VOLUNTEER FIRST AID. First thing I thought was that it may have come from Valparaiso, Indiana home of the Orville Redenbacher Popcorn Company. I decided to look a little closer to its home first. I located a Valparaiso, population about 600, 57 miles south west of Omaha. This sounded more promising. I was looking for some history of the vehicle.

I sent a letter off to the Valparaiso Volunteer Fire Department and received back a reply. They said "Yes", they had owned a 1941 Ford Ambulance. They bought it from a used car dealership in Omaha and used it for a number of years. Supposedly it had been purchased new from the Omaha, Nebraska Police Department. They thought they had sold it to a dry waller in Lincoln, Ne. I then sent a letter to the Omaha Police Department questioning them about the history of the ambulance. The response said they had no record of owning or of selling the ambulance. However, they had moved into a new building sometime in the 1960's and had destroyed a lot of old records they thought would never be needed again. They did say that they turned over my request to the local retired policeman's association. The Association responded saying they had owned said Ambulance, and that they had owned two of them. No one had a photo, which I was hoping for, but some said they thought the Ambulance had a siren/light mounted on top of a front fender.

On one of my visits back to Omaha, I had visited a past president of the Cornhusker Nebraska Regional Group #54, "Rocky" Maganelli (spelling is probably incorrect) he was restoring a 1946 to 1948 ??? Nebraska Police Car. He had come up with a large wall picture taken in front of the Omaha Police Department building that showed a number of new 1949 to 1951 ??? Ford Police Cars, some 1946 to 1948 Ford Police Cars, several police motorcycles, and TWO 1941 Ford Ambulances. "Nurse Good Body" had to be one of them. I wish I had taken a picture of the wall hanging photo.

Restoration started in about 1974. I rebuilt the motor with Gunn Automotive doing the machine work and a valve job. Much of the mechanicals were replaced. I was able to get all the parts for the grille, most from member Mile Sayles. At one time I had more money in the grille than what I spent for the Ambulance. Some where I came up with a NOS left rear sedan delivery fender. Concern was, I had to drill a hole in it for the fuel fill. The Ford Sedan Delivery's had the gas fill on the body side, but Siebert used the gas tank to a passenger car, located under the rear floor. The ambulance left rear fender had a filler neck coming out similar to the passenger car. I had some sleepless nights trying to figure out how I was going to correctly cut the hole in that NOS Fender. The rear floor was a pink linoleum with a clean out hole. I found a vintage stretcher at a garage sale that someone was using for a chaise lounge. I bought a set of FORD fog lights with red bulbs at the Loveland Swap Meet. Also found a 6 volt siren at the same Swap Meet.

I was missing from the hood, the whiskers and the waterfall trim pieces. I received a call from Larry Cain, he said he was walking through a field and found either my original hood or the hood from the second ambulance in the Omaha area. The hood had the hood pieces I was looking for and the Siebert logos for

the hood sides, that replaced the Ford logo trim. I was at the San Diego '74 National Early Ford V-8 meet and was having dinner with some National members and stated I'd like to find the bumper tips for a 1941 Ford Special. A gentleman from Texas was at our table and said he had a set. We agreed on a price and he sent them to me.

We finished painting "Nurse Good Body" the day before Colorado Drive '75 in Estes Park. A lot of the show cars had signs like "Buckles and buttons scratch, please don't Touch". We thought about putting signs on that said, "Please Don't Touch, Wet Paint".

Through the rest of the 1970's and most of the 1980's I was still working at St Anthony Hospital, we used the ambulance for a number of promotional events. One year the hospital was having a fund raiser at the Renaissance Hotel and they were saluting the senior General Practitioners. We parked the ambulance in the Rotunda where the cocktails and appetizers were being served. They had a white plastic link fence around it. One Christmas two Nuns and I delivered food baskets to needy families in the North Denver area with "Big Bertha". Public Relations Department took many pictures near Sloans Lake along with a Flight For Life Helicopter. Some days I would take my children and some of their friends to school. They always wanted me to start the siren when I got there.

I eventually sold the ambulance to Al Powers, the president of Reed Ambulance. He and his wife had acquired a few vintage Professional Vehicles. Every now and then I would hear that someone saw it in a parade in Aurora. It eventually was sold to Mr. Ardeen Vaughn in Grandview, Texas. Ardeen owned the local funeral home and was a collector of Professional Vehicles. We had a long-distance relationship based on what all had been done to the vehicle. He called me up one day and said he had put my Ambulance (he always called it my ambulance) on a trailer and it was going to be in a movie, "The Curious Case of Benjamin Buttons". About ¾ the way through the movie "Nurse Good Body" is in a scene for about 6 seconds (I might be exaggerating). In April 2009 Ardeen sold it to Bill and Carlyn Smith of Abilene, Texas, RG 122. They completely re-did "Nurse Good Body". There is a two page article on the Siebert Ambulance in the May/June 2015 V-8 Times. The "Nurse" is looking very pretty.

By Wes Johnson

Can you Remember who & where? Photo by Patti





Last meeting of the year



from left to right Eddie, Tom & Patti Jantz Wes Johnson, Dennis White Dennis, Steve & Bernie Patti's 37 Steves Greyhound Abe Jones 53 Merc. Nick Morstad's Pickup Randy Alan's 34 Pickup Gary Hansen's Pickup Nick Morstad New Board Member, Stephen Estep New Board Member social distancing Photos by Ed Rockwell

Items to buy or sell: **Wanted:** Wide five hubs/brake drums, front and rear.

Charlie Palmer 303-585-1084 Chasj34@comcast.net

THE DISTRIBUTOR

EARLY FORD V-8 CLUB

HI-COUNTRY REGIONAL GROUP

website: HiCountryV8.org

P.O. BOX 3137

CENTENNIAL, CO 80122



Happy New Year

CALENDAR OF EVENTS

(*) Indicates Points Event

January 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					 1	*General Meeting 2 1:00 out doors Weather pemit
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	Distributor Article Submission Deadline: 18	19	20	21	22	23
24	25	Board meeting 26	27	28	29	30
31			12			