



The Distributor

"Since 1970"



FEBRUARY 2012

VOLUME 42, NUMBER 2

2012 BOARD OF DIRECTORS

New board introduced at Installation Banquet

A good turn-out of V8 club members and their significant others was on hand for the 2012 Installation Banquet. Host and new club president, **Doug Weinel**, planned and executed an informative and fun evening where the new board was introduced. In addition, special recognition was given to those members who have earned at least 250 points in the 250 points club for at least 30 years. These members are **Cy Boutwell, Franks Sims, Bernie Sawin and Arnel Kimmett**.

Doug recognized the members earning at least 250 points for the year. There were 22 members earning at least 250 points with out-going president **Tom Webb** being the overall points leader for the year with 431 points. A full list of 250 club members can be found on page 4.

2011 president, **Tom Webb**, was presented with a token of appreciation for his term of service. It was a great looking
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2012 Board of Directors from left to right are: **Tom Webb, Jim Stach** (Corresponding Secretary), **Gene Pastor, Steve Bennett** (Vice President), **Carl O'Loughlin** (Alternate), **Ray Bates, Dick Fell, Patti Jantz** (Treasurer), and **Doug Weinel** (President). Not pictured is **Arnel Kimmett** (Recording Secretary).

February Seminar: Kenz & Leslie Land Speed Record Attempt

By Ed Hurt

On February 4th, we will have a film that has documented the efforts of the Kenz & Leslie team at the Bonneville Salt Flats in their quest for the fastest flathead land speed record. This film will be presented with **Jay Svigel's** help at the Denver Design Center, courtesy of **Harry Lindsay**. This is the regular monthly club general meeting place. Please show up between 8:30 and 9:00. (Doors may not be open before then.) Coffee and donuts available at 8:45, and the program is scheduled to start at 9:00. See you there with your old Fords.

MEETING NEWS

Denver Design Center
February 2, 2012
7:30 P.M.

Prez's Message

Years ago, a mentor of mine once explained to me that to be successful, you need to surround yourself with the best people. If you just look to this year's board, and then to the rest of our club membership, it's apparent that I am indeed surrounded by the best people. I'm so fortunate and truly grateful to be associated with the volunteers on this year's board and with all of you members who routinely contribute to support, energize and generate interest in the club. Without your participation, this club, like so many others around us, would wither by the wayside.

When I first joined the club, I had every expectation that I would make new contacts and continue to learn about these endearing classic Fords. No disappointments there! What I didn't expect were the many new friends that I would meet with interests in common going well beyond the inner workings of the flathead Ford. These cars are really neat but it's the people that I treasure the most. Combine the two with a club tour, car show, seminar or similar event and it just doesn't get any better. Those that don't get it clearly don't know what they're missing!

Please join me in thanking all of our incoming, current and past members of the board and in particular, all of our chairmen and volunteers. Once again, these are the folks that hold the club together and are too many to list individually, so please take a minute to review the updated newsletter masthead and contact them with your ideas and concerns.

We have many fun and interesting activities already planned for the year. I'm very much looking forward to 2012 and every opportunity to gather with friends and celebrate our Early Ford V8s. Car people are good people, but you folks are the best. Regards, **Doug Weinel**

ROCKY MOUNTAIN ARSENAL WILDLIFE TOUR – February 26

By Casey Hayes

Mark your calendars for Sunday, Feb 26 for a free tour by bus with no walking. The tour lasts about 2 hours and will begin at 9:30 in the morning. Plan to arrive about 9:00 am with a camera or field glasses to see the eagles and other raptors. The bus is limited to 32 passengers so please sign the list and indicate how many will be with you. The tour ends about 11:30 am when we will drive to the Gala Gardens for a noon lunch. For those who do not care for the early tour, you may catch the bus at 1:00 pm but will be with the general public. You may come to the Gala Gardens for lunch at noon and eat with the morning tour. To reach the Wildlife Center drive on I-70 and take the Quebec street turnoff and proceed north to Prairie Road turning east a short distance and turn left (north) on Gateway to the center. Prairie Road is the same as 64th avenue west of Quebec St. Gala Gardens is on 83rd and Rosemary. When leaving the wildlife tour, turn north on Quebec

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 Brad Hunsinger, 5670 S. Kalispell St., Centennial, CO 80015, 303-693-0956, or email brhunsinger@msn.com

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

2012 Officers & Board:

Doug Weinel..... President
Steve Bennett Vice President
Patti JantzTreasurer
Arnel Kimmett... Recording Sec.
Jim Stach Corresponding Sec.
Ray Bates Board member
Dick Fell..... Board member
Gene Pastor..... Board member
Tom Webb..... Board member
Carl O'Loughlin.....Alternate

Chairmen:

John Eakins Membership
Ed Hurt Seminars
Dick Fell Tours
Ray Bates..... Meeting Programs
Jim Nielsen OCCC Representative

Newsletter/Web Site Staff:

Brad Hunsinger Editor
Rich and Mary Jo Kellogg... 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**

and continue to the restaurant. I will have a sign up sheet at the February meeting or can be reached at 303-288-5869. Since this tour has a limit for attendees, if you are unable to secure a seat, then you can still get 250 points credit by attending the lunch.

Oldest Running Car Fetches \$4.62M

Submitted by Herb Alie (internet origin unknown)

This is the oldest motor vehicle car in the world that still runs. It was built one year before Karl Benz and Gottlieb Daimler invented the internal combustion engine.

The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million, more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was driven up onto the stage at Friday's RM Auction in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of \$500,000, which was immediately doubled to \$1 million. Encouraged by the applauding crowd, the bidding went swiftly up to \$4.2 million - \$4.62 million including the 10 percent commission - before the car was knocked down to a unnamed buyer.



The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights!

La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.

WANTED OR FOR SALE

FOR SALE: 1952 Ford 4-door--automatic---c-4 transmission. Fully restored-beautiful in and out. Runs great. \$10,000 or best offer. Call **John Timora** @ 303-420-2991 or 303-902-1682.

FOR SALE: 1950's American Flyer s-guage train and layout. Included are 2 locomotives, freight cars, passenger, switchers, buildings, people, scenery and several 50's Gilbert items to include. Whistle stop Depot, AF train whistle billboard, animated baggage handler, warning signals, the works. I am looking to sell all for \$675.00 or best offer. Anyone can call me to come take a look. **Mike Schroder** - Littleton Colorado 303 908-6239 cell.

Expanded-Use Antique Vehicle Plate

(This information was reported in the Northern Illinois Regional Group newsletter. While not pertinent to Colorado, I thought that it's a very interesting concept.)

Starting in January, there will be a new category for Illinois antique vehicles – expanded use. The current antique plate limits driving to and from car shows, exhibitions, demonstrations and service stations. The new expanded use plate allows for unlimited driving between April 1 – October 31. The restricted use still applies from November 1 – March 31. The cost for the expanded use antique plate is reported at \$45 per year. This is more than the regular antique plate but less than a regular plate.

V8 Club Ladies Quilting Group News

The V8 Club Ladies' Quilting Group celebrated their annual Christmas potluck and gift exchange on Saturday, December 10th at **Mercedes Fell's** house. We had a delicious lunch and dessert and just enjoyed each other's company! Many brought food items to exchange; others hand-made gifts for everyone! **Francie Fiechter** brought a quilt she entered in a July quilt show to show everyone and our newest member, **Penny Bates** brought several quilts she had made. **Elaine Sawin** brought several projects she is working on, including a beautiful quilt she's making for her daughter. Mercedes, as usual,

had several quilts and projects to show us—two are baby quilts! She's a new grandma, can you tell? The rest of us are constantly inspired by their enthusiasm and dedication to the art of quilting!

We meet every month from 10:00 a.m. to 1:00 p.m., usually on the first Saturday at **Mercedes Fell's** house. We take turns bringing dessert which we enjoy after having a brown-bag lunch. If anyone is interested in joining us, please contact Mercedes at 303 761-6121. You don't have to be a quilter; just bring any kind of needlework or just come for the company!



V8 Club Ladies Quilting Group

Shown in the picture are, from left to right, **Dovie Starr, Donna Mraz, Penny Bates, Mercedes Fell, Elaine Sawin, Francie Fiechter, Mary Kimmett and Connie Lindsay. Connie Welch** was the photographer.

2011 250 POINTS WINNERS

Member	Points	Years
Tom Webb	431	3
Ed Rockwell	422	14
Bernie Sawin	420	30
Don Whissen	373	24
Ed Hurt	364	6
Steve Bennett	348	17
Dick Fell	343	12
Doug Weinel	342	2
Jack Eakins	326	1

Gene Pastor	316	14
Frank Sims	311	30
Carl O'Loughlin	307	10
Pattie Jantz	307	6
Herb Alie	282	6
Larry Durlin	280	2
Charlie Clark	272	7
Walt Hume	271	21
Russ Newnes	265	2
Jay Svigel	263	1
Brad Hunsinger	258	2
Arnel Kimmett	250	31
Abe & Debbie Jones	250	1

Western National Meet



The Western National Meet will be held September 11-14, 2012. A packet of information is now available on the Early Ford V8 Club of America's website

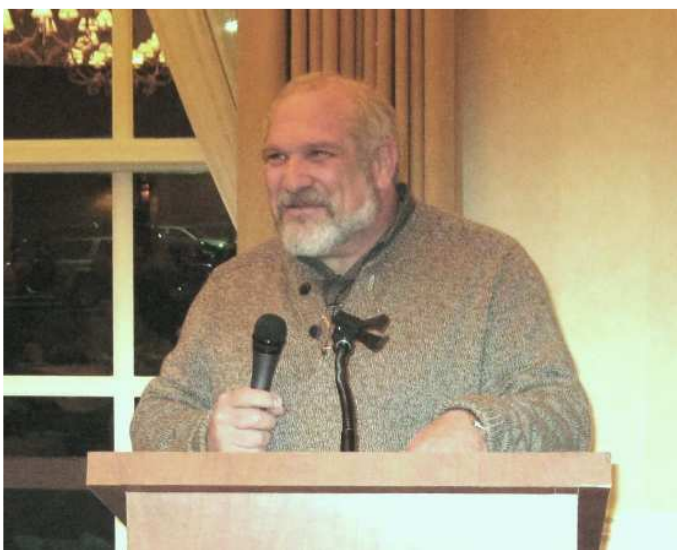
(www.earlyfordV8.org). For those of you without internet access, I will make copies available upon request. If you plan to participate in this meet, be sure to make your hotel reservations as soon as possible as rooms are filling up fast. Several hotels are listed in the available information packet. For those wanting to take an RV, there is an RV park with 106 spots at

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depiction of Tom standing by his '39 coupe as generated by club member **Tommie Newnes**. (I may have to run for the board again so that I could be in a position to get one of these!!)

It was also reported that the club has a full slate of chair positions and other volunteers for key club activities:



New president, Doug Weinell, emceeing the Installation Banquet activities

the Expo Center for \$35.20 per night. The RV Park is right at the Expo, less than 100 feet from where all the activities will be held. It is a very modern, clean park. You can make a reservation with a credit card hold. For more information: Western National Newsletter, Western National Agenda, and the Early Ford V8 Club of America's website.

Name Badges: Are you a significant other who feels left out since people don't know who you are? Then have your club member order a name badge for you by contacting **Jack Eakins** at 303-690-5161. The cost is \$7.50.



Frank Sims, Cy Boutwell, and Bernie Sawin. 30 Years of 250 Points! Not pictured is Arnel Kimmett (That's over 30,000 points among them!)

Dick Fell – Tours Chairman

Ed Hurt – Seminar Chairman

Ray Bates – Meetings Programs Chairman

In addition, the following members have agreed to continue in their current roles:

Jack Eakins – Membership Chairman

Jim Nielsen – CCCC Representative

Ed Rockwell – Club photographer

Patti Jantz – Remembrance & Celebrations

Jay Svigel – Web Site/ Audio Visual

Brad Hunsinger – Newsletter Editor

Rich & Mary Jo Kellogg - Circulation

CAR TUNES

Submitted by Greg Squires

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

SUNDOWN: One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON: One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a “battery eliminator” a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory,

and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

WHAT'S IN A NAME: That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

- When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)
- In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so

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CAR TUNES

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holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD: Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to “Motorola” in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

WHATEVER HAPPENED TO.... The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Welcome New Member

Robert Wright lives at 4044 W. Eldorado Pl in Denver, CO. His phone number is 303-934-0348.

Please take the time to welcome him into the club and to encourage them to participate in club activities.

COMFORT & CONCERN

The following members spent some time in the hospital and hopefully are making full recoveries:

Don Joy had knee surgery

Frank Monaco – surgery

Rick Kellogg spent some time in the hospital

John Timora is recovering after being in the hospital on three occasions

Our best to all these members...

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			FEBRUARY 2012		
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		
			1	2 *General Meeting	3	*Seminar: Speed Record Attempt 4		
5	6	7	8	9	10	11		
12	13	14	15	16	17	18		
19	20	21	22	23 Board Meeting	24	25		
*Wildlife Tour 26	27	28	29					