



# The Distributor

"Since 1970"



JANUARY 2012

VOLUME 42, NUMBER 1

## BERT MARSH AWARD TO JAY SVIGEL

By Walt Hume

**Jay Svigel** was named the winner of the 2011 Bert Marsh Distinguished Service award. Jay's contributions which led to his winning the award were described by selection committee members **Ed Hurt**, **Gene Pastor** and **Don Whissen**. The award included the travel plaque, the award plaque, plus a framed art/graphic illustration of Jay's happy face during All Ford Day in September. (Note: the illustration was created by club member **Tommy Newnes**.)

Over the year, Jay was involved in many activities to include converting projects and programs for continuing club use. He has taken obsolete videos/old films and made them DVD compatible, thus providing interesting, informational, and entertaining club viewing. He also constructed our club website and maintains it for club and public viewing. This includes news, photos, flyers, and items of general interest.

Setting an example for other club members is his nature. He established a very cost effective new location in 2010 for All Ford Day at Sheridan High School and oversaw the entire activity. He continued again this year, with a helping guiding hand, supporting **Tom Webb** and the AFD team – again with great results.

His helping ways have shown his talents and abilities to many of us. He believes in the promotion and preservation of the '32 to '53 Ford era. He actively drives and displays his '49 Mercury to local and national events.

The committee, on behalf of the entire Hi-Country Regional Group, thanks Jay for all his work and the enthusiastic support he displays. He sets a good example for the rest of the club to follow.



Jay Svigel being awarded the Bert Marsh Distinguished Service Award by Gene Pastor

The committee of **Dick Adams**, **Ed Hurt**, **Walt Hume**, **Gene Pastor**, **Ed Rockwell**, and **Don Whissen** foresee many more years for deserving club members receiving the Bert Marsh Distinguished Service Award.

## Jan 14<sup>th</sup> - Installation Banquet

By Doug Weinel

The 2012 Installation Banquet will be held on January 14<sup>th</sup> at the Lakewood Country Club, 6800 W. 10<sup>th</sup> Ave. As an occasion for welcoming in our newly elected board members, this banquet marks the first Hi-Country Early V8 Ford club event of the New Year. More

importantly, it's an opportunity for us to celebrate and show our appreciation for the outgoing club members who have served the previous three years on the board and to honor our past officers  
*(Continued on Page 6)*

**MEETING NEWS**  
**NO GENERAL MEETING**  
**IS HELD IN JANUARY**

# Prez's Message

The year 2011 just flew by and I hope it was as enjoyable for you as it was for me!

I especially liked the "out on the road" tours which included: **Gene Pastor's** Budweiser Plant Tour, The Canon City Abbey Car Show, The Spring Fling to Lincoln, **Merrill Newman's** 5<sup>th</sup> trip to Holyoke and Dandelion Daze", **Ron and Karen Theisman's** Colorado Springs outing, **Jerry Grosword's** Grand County Tour, **Keith & Shari Smart's** LaVeta Octoberfest, and **Mike Schroder's** Turkey Trot. Puttin' mileage on those odometers!! Thanks to **Larry Durlin** for coordinating those great tours. It was also a great year for interesting & informative seminars. Thanks to all those who hosted and to **Dick Fell** who was our Seminar Chairman. Be thinking of ideas for tours and seminars for 2012. Getting involved and volunteering makes your club a lot more fun for all!

Congratulations and thanks to our club's newest Bert Marsh Award winner, **Jay Svigel**, for his efforts at General Meetings taking care of the audio/visual and his numerous programs throughout the year.

Last, but not least, thanks to **Brad Hunsinger** whose work at making our Distributor one of the best regional group newsletters in the country!

I look forward to getting better acquainted with newer members, getting invaluable knowledge from our "teachers" and seeing you out driving those great ol' flatheads in 2012. Thanks to all for a great year. Tom

## BOARD NOTES

By Arnel Kimmett

The November BOD meeting was held on 11-22-11. A discussion was made regarding the purchase of a headset and microphone for use in our monthly restoration seminars. This is due to problems in having everyone hear what the guest speaker is saying about the subject at hand. No decision was made to purchase such a system at this time.

At the November general meeting, a collection was taken to provide a gift to security guard Robbie McKay for her work every month in watching our cars. It amounted to \$100 and this was given to her in the December meeting. She was very thankful. In a related item, a club gift of \$50 will be sent to the Friends of Fort Logan for hosting our group on Veteran's Day. They did an outstanding job for us at their museum on 11-11-11, including coffee and breakfast snacks.

Voting was held for 3 new board members at the December general meeting on 12-1-11. New to the BOD will be **Ray Bates, Steve Bennett** and **Dick Fell**. **Carl O'Loughlin** will be the alternate. **Doug**

## 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](mailto:brhunsinger@msn.com)

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

#### 2011 Officers & Board:

Tom Webb ..... President  
Doug Weinell ..... Vice President  
Patti Jantz ..... Treasurer  
Arnel Kimmett ..... Recording Sec.  
Jim Stach ..... Corresponding Sec.  
Bernie Sawin ..... Board member  
Larry Durlin ..... Board member  
Gene Pastor ..... Board member  
Brad Hunsinger ..... Board member

#### Chairmen:

John Eakins ..... Membership  
Dick Fell ..... Seminars  
Larry Durlin ..... Tours  
TBD ..... Meeting Programs  
Jim Nielsen .... OCCC Representative

#### Newsletter/Web Site Staff:

Brad Hunsinger ..... Editor  
Rich & Mary Jo Kellogg .... Circulation  
Ed Rockwell ..... Photographer  
Patti Jantz ..... Remembrance and Celebrations  
Jay Svigel ..... Web Site/E Mail

EFV8 Hi-Country Regional Group  
P.O. Box 3137, Littleton, CO 80122  
website: [HiCountryV8.org](http://HiCountryV8.org)

**Weinell** announced the dinner choices for the 1-14-12 Installation Banquet. This will be held at the Lakewood Country Club. Also announced were dates for the Polar Bear Swap Meet, 1-28-12, and All Ford Day, 9-9-12.

# CHRISTMAS PARTY 2011

By Patti Jantz

Gene Pastor, Claudia Troxell, Debbie Jones and myself wish to thank everyone that helped in the planning and participation of the club's annual Christmas party. We hope that members and guests that attended had a good time.

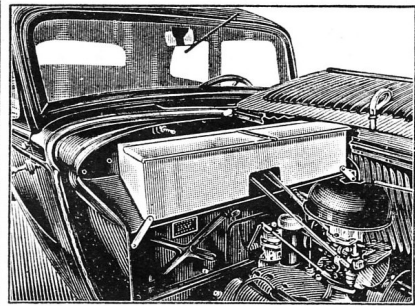
We especially want to thank the following for their efforts in making this party a success: **Dick Adams** for being the MC for the evening and for his amusing stories, **Ed Hurt** for his prayer before dinner, and **Debbie Jones** for the wonderful printing on the place cards and for her help assembling them. Also, thanks to all the members who made donations to the Samaritan House and the Gathering Place charities, and to **Steve and Roseann Bennett** for delivering donations to both charities. Thanks to **Gene and Claudia** for their door prize donation and to **Fran Fiechter** for her amusing story.

(Editor's Note: We also need to thank **Patti** for her planning efforts, negotiating with the food service personnel, and obtaining the door prizes. Every member ended up with a door prize!)

Save the date of December 8<sup>th</sup>, 2012 for next years party.

## REMINDER: It's Membership Renewal Time!

If you haven't renewed your membership, then time is running out for you to be listed in the 2012 roster. I would like to have all information for the roster update by the middle of January in order to get it ready for distribution at the February general meeting. See the November Distributor for full details. Brad



**The "DUNFORD" TOOL BOX for 1933-34 V8 Ford**  
(Patent Pending)

Fits right under hood. Fastens to bolts already in car. Sliding lids open from either side and can be locked. Made from heavy steel, enameled. Insulated to prevent rattles. Holds tool roll, wheel wrench, crank, pump, jack and handle, tire chains, etc. The handiest accessory ever developed.

Retail Price: Each \$3.00; Dealers, \$2.00. Lots of 6, \$1.80.  
Shipping weight, 13 lbs. each.

**DUNN MFG. CO. Dept. A Clarinda, Iowa**

Automotive Digest, Feb, 1934. Thanks to Bernie Sawin

## New 2012 Board Members Elected



Dick Fell, Carl O'Loughlin, Ray Bates, and Steve Bennett

The election for Board of Director members starting their term in 2012 was held at the general meeting on December 1. As a result of this election, **Dick Fell**, **Ray Bates**, and **Steve Bennett** were voted to the Board. **Carl O'Loughlin** was voted as alternate. Dick and Steve are past club presidents. Ray is a relatively new member. This gives the board (with the six carry-over members) a nice makeup of experienced and first time board members. The recently elected members will replace out-going board members **Bernie Sawin**, **Larry Durlin**, and **Brad Hunsinger**.

Congratulations to the new board members.

# Ford Cars and Veteran's Day

By Mike Schroder

*(Editor's Note: Mike submitted this article for the December issue, but space limitations caused it to be delayed to the January issue.)*

I just wanted to offer a big Thank You to **Tom Webb** and the entire club for what turned out to be a really great morning on November 11<sup>th</sup> 2011. Veteran's Memorial Day celebration at Fort Logan was very moving and really positive for me and my good friend **Mark Trapino**. Many of you in the club remember Mark's father **Tony Trapino** and it was great to take Mark along for the ride in my '46 Lincoln. Perfect weather on a blessed day. On Saturday I was doing some reading and came across an article about Ford's Jeep production during the Great War. I found some amazing video and photographic footage of Edsel Ford and one of the WWII Army Generals. They were demonstrating and driving the Ford military issue Jeeps out of the assembly line and into the open fields of simulated combat.

For the years of 42 to 45, Ford Motor Company produced as many as 282,352 jeeps for Uncle Sam. An estimated total of just over 650,000 were manufactured for the war effort, the remaining numbers coming from American Bantam (Willy's). I was very surprised at the Ford production total, this

was almost one third of the entire amount produced. The videos I discovered on the internet were great to watch and I recommend looking these up. They are easy to find if you visit this site;

## **Restoreyourford.com/wareffort**

In the videos you'll even see the General take a spin in the new units and Edsel riding in the back holding on tight. At the same time this already light weight jeep was running up hills with its' 45 horse power 4 cylinder engine carrying men and munitions. A new prototype was being designed to be even lighter and more powerful. This new design had an offset radiator grill and shorter wheel base. The newer design never seemed to make it past the finish point and according to a very brief article in Hemmings, very few exist. A Ford lover named Ted Wisniewski recently found and purchased one of these lost prototypes from a retired Ford employee who used it at the Dearborn Plant to run parts and such. Mr. Wisniewski is doing his best to bring this old jeep back to life with a complete restoration to stock original shape. I hope he can do it.

It makes me proud to drive Ford automobiles today and I hope that the company never fades away like so many of its competitors of the past.

## Welcome New Members

**Ron Kadlec** owns a 1937 Model 78 Tudor Sedan. He lives at 6006 Heather Way in Longmont, CO. His phone number is 303-746-2462.

**Donnie Goynes** owns a '49 Tudor Sedan. He lives at 2071 Doppler Street in Strasburg, CO. His phone number is 303-622-4114.

**Mike Trenkle** and wife **Kelley** live at 1660 Prominence Circle in Elizabeth, CO. Their phone number is 303-862-7895. Mike is the grandson of long time member **Dub Smith**.

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

## WANTED OR FOR SALE

**WANTED:** KR Wilson (or similar) timing device for 39-41 distributors. **Mark Bailey** 303-229-7012

**FREE:** 1940's era dress. Size med to large. Cream and black 2 piece. Look spiffy in your early V8. **Patti Jantz** 303-795-8444

## *From the Mailbag*

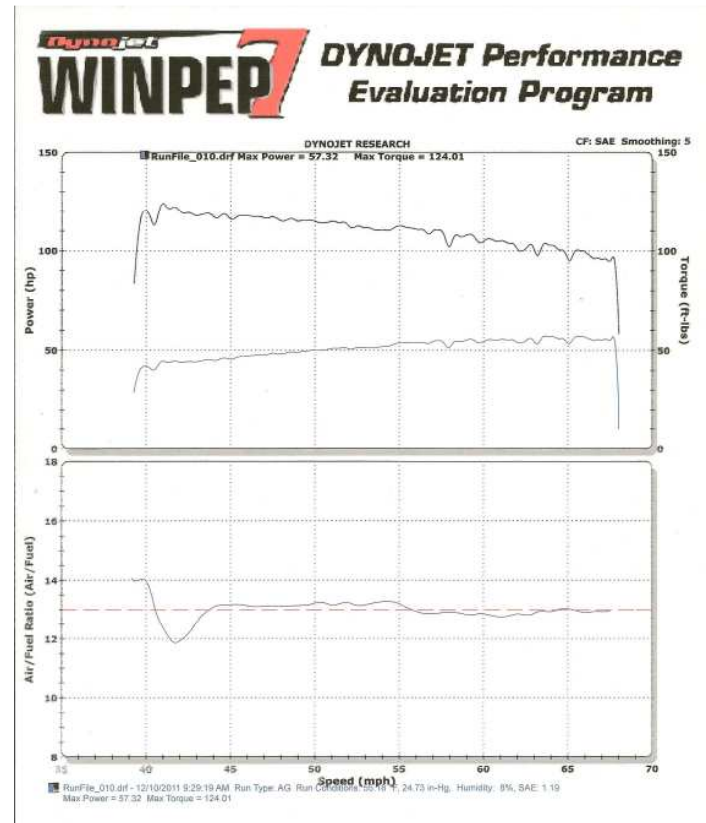
The Flatheaders In-Line Racing Association sent the club a nice thank you card for our participation in the In-Line Nationals.

We also received a thank you note from the Friends of Fort Logan for our donation.

# DYNO TUNING SEMINAR

By Dick Fell

Lou Rivera, owner of Lou's cars hosted our V-8 club on Saturday, December 10th. I didn't count but there was a very large turn-out of probably 40 people (all the donuts and coffee was gone!) Lou demonstrated on my 1936 cabriolet how to go about tuning a flathead. He started out by going thru the gears and up to 67 mph with normal acceleration to get a graph of the fuel/air mixture. Since this graph was satisfactory to Lou (see the computer print-out) he then started out in first gear again and after shifting into 3rd he floored the accelerator in order to measure the torque and horsepower generated -- again only going up to 67 mph (at my request). See the computer print-out again. The large variation in air/fuel ratio at 42 mph is the shift point (into 3rd gear). On the Power (hp) and Torque (ft-lbs) graph the power graph is the lower line showing the hp continued to increase right up to 67 mph and the maximum recorded was 57.32 hp. The Torque (top line) showed maximum torque was attained right after shifting into 3rd and then slowly decreased before Lou shut it down at 67 mph. The maximum torque recorded was 124.01 ft-lbs. I changed the spark advance setting on the side of the distributor to get the most power during the tests. We also removed the air cleaner for a run and this also increased the hp but only a small amount (1 hp). I'm sure that Lou could have coaxed some more power out of this old (21 stud



flat-top piston 221 cu in. flathead) by making some adjustments to the carburetor. However, considering that approximately 15% hp is lost going from the fly wheel to the rear wheels and another 15% to allow for our altitude above Sea Level I believe that the engine is fairly close to normal power which Ford advertised as 85 hp. Lou also ran his 2010 Shelby Mustang on the Dyno as a demonstration.

## MORE YOM LICENSE PLATE FOLLIES

By Ed Hurt

I received a ticket while parked on the street in front of the Denver Convention Center while attending the Graybeard Car Show. The ticket was \$75.00 for not having the month and year tabs on my legally authorized Year of Manufacture (YOM) license plate.

Needless to say, I was upset, so I took all pertinent papers and my Horseless Carriage plate to the Denver Parking Magistrate's office to plead my case. After presenting all the proper papers, plates, etc, to the magistrate very politely, he reviewed it, and dismissed the ticket to my great relief.

It is important to read all the information on the

YOM license plate authorization which you receive with the plates so you can answer the Judge's questions if you are ever in the position to be before him.

I thought that this might help some other car enthusiast. Also when parking, if you attached the Horseless Carriage plate on the rear of the car, it has the month and year tabs on it.

*(Editor's Note: the real question here is why the ticket issuing person didn't know the rules for displaying the YOM plate.)*

# INSTALLATION BANQUET

(Continued from Page 1)

alike, all of whom have contributed to help cultivate and maintain our club now for over forty years. 250 point badges and special recognition will also be awarded to our most active members for participation in club events.

With the club defraying \$10 of the cost, we're hoping for a good turnout at this year's upscale

event. Dinner entrees include a choice of Chicken Napoleon (\$23), Macadamia Nut Crusted Salmon (\$27) or Marinated London Broil (\$27). Prices include dinner, tax and gratuity.

Time is short so if you haven't already done so, please get your check and entrée selections sent in to Patty Jantz ASAP but no later than Monday the 9<sup>th</sup>. You can also please call me with any questions at 303-670-8117.

There will be a cash bar open at 6:00 pm and dinner will be served at 7:00 pm.

To get there from West 6th Avenue, take Wadsworth Blvd. north to the first light at 10<sup>th</sup> Avenue. Turn right, and proceed east on 10th about 1/2 mile to the intersection of 10th Avenue and Pierce St.. Turn right to enter into the Club.

## COMFORT & CONCERN

**Dave McCord** had back surgery. He is doing well.

**Bill Kerrigan** had ear surgery on December 10<sup>th</sup>. This, unfortunately, caused him to miss the Dyno seminar.

**Martie Newman** was having some medical problems which are coming along better after a better diagnosis of the problem.

We wish them the best in their recoveries.



A happy security guard, **Robbie McKay**, after receiving a Christmas season appreciation gift from the Hi-Country Early Ford V8 Regional Group for her continued watchful eye and support of our use of the Design Center. Photo by **Ed Rockwell**.

**FORD FOUNDATION INFORMATION:** For those of you interested in joining the Early Ford V8 Foundation, and can't find an application, the following was provided by **Bernie Sawin**. You can also find this on the web-site (address is in the application).

### THE EARLY FORD V-8 FOUNDATION

#### Membership Application

**\$25 Annual USA & Canada • \$625 Life Member**

Foreign Annual Memberships \$40 USD.

Please print

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_ E-Mail \_\_\_\_\_

Phone ( ) \_\_\_\_\_

Please send payments to:

**THE EARLY FORD V-8  
FOUNDATION  
P.O. Box 284  
Auburn, IN 46706-0284**

Method of Payment \$25 Annual  \$625 Life  Foreign   
VISA  MASTER CARD  CHECK

Card # \_\_\_\_\_

Exp. Date \_\_\_\_\_ Security Code \_\_\_\_\_

Signature \_\_\_\_\_

As a 501 (c)(3) organization, some tax benefits may be available from donations to the Early Ford V-8 Foundation

I'd like to make a cash donation in the amount of: \$ \_\_\_\_\_

Please indicate where you'd like your donation to go: General Fund  Building Fund  Sign

Web Site: [www.fordv8foundation.org](http://www.fordv8foundation.org)

Phone: 260-927-8022

# THE FORD MODEL Y

*In 1932, Ford started producing the Model B, with its' flathead V8 in the United States, but also produced the Model Y overseas.*

The **Model Y** is the first Ford specifically designed for markets outside the United States of America, replacing the Model A in Europe. The car was powered by a 933 cc, 8 (RAC)hp Ford Sidevalve engine, and was in production in England from 1932 until September 1937, in France (where it was known as the Ford 6 CV) from 1932 to 1934 and in Germany as the Ford Köln from 1933 to 1936. Some 175,000 Model Ys were produced worldwide (153,117 in England, 11,121 in Germany) and the 'Y' and 'C' Register has knowledge of approximately 1250 survivors. Smaller numbers were also assembled in Australia (where even a coupé version was produced), Japan, Latvia (branded as the Ford Junior) and in Spain (branded as the Ford Forito). Plans to build it in the U.S. were scrubbed when a cost accounting showed that it would only be slightly cheaper to build than the Ford Model B.

Although of American design, the Model Y took the British market by storm, and when it was first introduced it made a major dent in the sales figures of Austin, Morris, Singer, and Hillman. It went on to take more than 50 percent of the 8(RAC)hp sales. In Britain it was also known as the Ford 8 reflecting its fiscal horsepower rating. The little Ford was available in two and four-door versions. In June 1935 a reduced specification two-door model was the only closed-body car ever to sell in Britain for just £100, a price it held until July 1937. Ford did not produce an open top car because it was thought that the chassis was too flexible, but several specialist coach builders produced a range of attractive Model Y tourers.

The suspension was by the traditional Ford transverse leaf springs front and rear and the engine drove the rear wheels through a three-speed gearbox which, right from the start, featured synchromesh between the top two ratios. The maximum speed was just under 60 mph (95 km/h) and fuel consumption was 32 miles per imperial gallon (8.8 L/100 km; 27 mpg-US).

Ford Model Y



<b>Manufacturer</b>	Ford of Britain, Ford SAF, Ford Germany
<b>Production</b>	1932–1937, 175,000 made
<b>Body style</b>	2 and 4-door saloon, van.
<b>Engine</b>	0.9 L Straight-4

For the first 14 months, the original model with a short radiator grille was produced, this is known as the "short rad". After this, in October 1933, the "long rad" model, with its longer radiator grille and front bumper with the characteristic dip was produced. By gradually improving production efficiency and by simplifying the body design the cost of a "Popular" Model Y was reduced to £100, making it the cheapest true 4-seater saloon ever, although most customers were persuaded to pay the extra needed for a less austere version. Both the 4-door (Fordor) and 2-door (Tudor) saloons were produced and these could be had either with a fixed roof, or the slightly more expensive sliding "sun" roof.

Even by the standards of the time, the UK-built Ford 8, like its major competitor the Austin 7, was found noteworthy for its "almost unbelievable lack of brakes".

The larger and faster 10(RAC)hp Model C never sold in such great numbers as the Model Y although there was a very attractive factory produced tourer. In 1935 the styling was enhanced with some small modifications and the model was designated the CX.

# 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					JANUARY 2012	
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		
New Years Day:  1	2	3	4	5	6	7		
8	9	10	11	12	13	14 *Installation Banquet		
15	16	17	18	19	20	21		
22	23	24	25	26	27	28		
29	30	31						