



The Distributor

"Since 1970"



JUNE 2011

VOLUME 41, NUMBER 6

JUNE SEMINAR; Hubcaps & Wheel Covers

By Merrill Newman

The June Seminar (9:00 AM Saturday June 4, 2011) will be hosted by **Merrill Newman**. We'll move through my collection covering Ford caps 1932-53, Mercury 1939-51 and Lincoln 1936-48. Most standard and accessory offerings will be seen as well as the locking caps 1932-35. There is a ton of other stuff hanging on the garage walls so we'll cover anything else of interest to you. As always, donuts and coffee will be available prior to the 9:00 AM start.

To reach the Newman residence (532 Nile Street in Aurora), the closest major intersection is *East 6th Avenue at Peoria Street* (Del Mar Park).

From the South: Access *6th Avenue* by either *I-225* or *E. Hampden Avenue/Havana Street*. Once you reach *6th Ave.*, proceed west from *I-225* or east from *Havana* to the stoplight at *Moline Street*. Turn south 1/4 block to *E. 6th Place*. Turn left (east) three blocks to *Nile Street*, then right (south) five houses to 532 on your left.

From the West: Across Denver on *6th Avenue Freeway* and/or *6th Avenue* to *Quebec St*. Continue into *Lowry development on 6th* to traffic circle at *Unita Way*. Turn right two blocks to traffic circle at *Lowry Blvd*. Left around circle.....*Lowry Blvd. becomes 6th Avenue* again within a couple of blocks. Continue east across *Havana* to stoplight at *Moline* and follow directions above from that point.

From the North: Find your way to either *Peoria Street*

or *I-225 off I-70* and proceed south to *E. 6th Avenue*, then west to *Moline Street* and follow along as mentioned above.

Call Merrill at 303-366-9496 (H) or 303-949-9093 (C) if questions.

FIFTH ANNUAL HOLYOKE "DANDELION DAZE" TOUR June 17-19, 2011

by Merrill Newman

A number of us are heading back to Holyoke again this year in support of **Eddie Rockwell**. Last year, Ed and Mary Lou's '40 Ford convertible received the People's Choice "Top Gun" award at the "Dandelion Daze" car show. That means the '40 will be on the 2011 event tee shirt, so we'd best pick up a few. At this writing we have seven autos registered at the "Golden Plains Motel" and expect another five or six to be added.

(Continued on Page 7)

Colorado Veteran's Home Tour - June 12, 2011

by Tom Webb

The short driving tour for June is to the Colorado Veteran's Home at Fitzsimmons. We will display our cars for the residents and their families. The address is 1919 Quentin. To reach this facility's parking lot, go to Peoria Street, 4 blocks north of

Colfax or 1 block south of Montview (20th). Enter to the east directly across from a 7-11. Arrive after 1:00 p.m. to Park. The event will go to 3:30 p.m. At that time we travel west on Montview, and south on
(Continued on Page 5)

MEETING NEWS

Thursday, June 2, 2011
Denver Design Center

Prez's Message

The May seminar brought out many members and cars/trucks for a nice drive up to Frederick, Colorado. **Kate and Mark Bailey** welcomed us to their town and garage for a very informative seminar. The steady progress on their '41 Ford panel was readily noted. It was neat to hear of the truck's interesting history and Mark's desire to keep the truck "as it was". Kate baked muffins and Mark presented a very nice book, Denver – Gateway to the Rockies to each in attendance. How nice! Thanks a lot to you both! **Don Whissen** discussed the restoration of his '41 1-ton stake bed and **Bernie Sawin** added his vast Ford Truck knowledge to this event. Thanks also to them!

Starting this month and the remainder of my year as President, I'm going to bring a monthly recognition to one of our members who quietly does much for our club, sometimes without even the entire membership's awareness. I'm going to call this part of the president's message – Quiet Heroes of our club. Most are very humble and don't even realize what they do or how important they are to us. "Thank you" never goes out of style, and if you get a chance, personally, thank these people!

June's Quiet Club Hero: For the past decade plus, the Denver Design Center has been our monthly meeting place. **Harry Lindsay** is able to secure "our room" because his business is a tenant of the Center. Our board meetings are actually held in his office the Thursday prior. With the facilities' Security Patrol we are able to drive our vehicles and park them with assurance they'll be safe while we're inside. This, by the way – at no cost to the club. Thank you Harry – for what you've done and are continuing to do for us!

Hope to see all of you at the June 2nd general meeting.

Tom

From the Editor

In the March issue of Old Car Weekly, the Distributor was listed as having been awarded a "Golden Quill" award for newsletter excellence. In addition, the Distributor was also listed in the Honorable Mention category as well. As it turns out, the Honorable Mention was the correct list and the Golden Quill award was in error. (Honorable Mention is a noteworthy accomplishment given the stiffness of the competition.)

This doesn't diminish the fact that due to the newsletter submittal efforts of committee chairpersons, event hosts, contributing authors (and photographers), and articles of general interest from club members, our club has a quality newsletter.



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

2011 Officers & Board:

Tom Webb President
Doug Weinel Vice President
Patti Jantz Treasurer
Arnel Kimmitt 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

This is the 75th anniversary of the '36 Ford and the 60th anniversary of the '51 Ford. Given this, I would like to encourage owners of these years to submit articles about their vehicles. Of course, articles of general interest are always appreciated. Brad

PHASE SEPARATION: How likely is it to occur?

This article addresses the question posed in last months Distributor regarding the potential for phase separation in the Denver area. It takes as little as 18 gallons of water in a 6,000 gallon tank of 10 percent ethanol blend to cause phase separation. When the alcohol blended with the fuel reaches its saturation point, about half of the ethanol and all of the water precipitate out, leaving the gasoline with about half its original content (and a slightly lower octane). When the blend of gasoline, ethanol and water separates, it settles into "phases". Water, being the heaviest, forms at the bottom, totally non-combustable phase. The ethanol phase is above that, and the gasoline is the top layer. The mixture will not re-mix and cannot be made usable again.

The water that is absorbed by the ethanol can come from water in the tank or water in the gasoline from the pump, but primarily from moisture in the air. Warm air will hold more moisture. As the air cools, water can precipitate out. Gasoline tanks in old cars are vented; that is, they are open to the atmosphere. As the gasoline (blend) in the tank warms, it expands and forces cool air out of the tank. Then, as it cools in the evening, the gasoline contracts and sucks fresh moisture laden air into the tank. (Industry and internet sources differ somewhat in the amounts of water that can be held in suspension by E-10.)

One source advises that at 60 degrees F, one gallon of E-10 will hold 3.8 teaspoons of water (about 1/2 of 1%). A car that sits outside on a warm, sunny day and then cools at night will not be able to keep the same amount of water in suspension. The result is water separating out of the mixture and settling at the bottom of the tank. The harmful results of a puddle of water in the bottom of a tank include fuel line corrosion, water settling into low spots in the fuel delivery line, and too much water entering the combustion chamber of the engine.

Phase separation doesn't only occur during winter storage; actually, the risk is

greater when the days are warmer and the air can hold more moisture. The cool air can hold more moisture. The cool nights allow the moisture to leave the air (think morning dew on a lawn or cars surface). If there is a lot of empty space in the tank, the air in the tank will give up its moisture, paving the way to trouble.

Phase separation is less noticeable during the warmer summer days (and nights) because cars are driven more often and the old gas is burned up. With that, the water is absorbed by the ethanol, and it is replaced with fresh, moisture-free gas. Those who live (or lived) in areas subject to freezing are more than likely familiar with gasoline antifreeze. It is nothing more than alcohol designed to absorb moisture and run it through the engine. E-10 gasoline does the same thing, with minimal amounts of water.

(Editors note: given the low humidity that we observe in the Denver area, the probability of phase separation is low unless a car sits for an unusually long time. In this case, gum deposits (and subsequently varnish) present a bigger problem. How many times a year do you actually see dew on your lawn?)

This article is a condensed and modified version of an article by Neil Maken originally appearing in the Feb 2011 issue of Skinned Knuckles magazine.

COMFORT & CONCERN

Mary Lou Rockwell, wife of long time member **Ed Rockwell** has passed away. Our sympathies are with Ed and his family on their loss. Mary Lou will be missed.

Sympathies also to **Danny and Lisa Graffenberger** and their family on the loss of Danny's grandmother.

AN EVENT WELL ATTENDED

By Jan Haight

Sixteen beautifully dressed and hungry Red Hatters gathered at Mrs. B.'s Teahouse and Restaurant in downtown Littleton on May 20 for a truly delectable lunch, organized by **Roseann Blake**. One efficient waitress tended to us all in a charmingly decorated older house, and I'm sure that no one had any complaints about the wonderful food or service. Some of us even opted for one of the decadent-looking desserts. Mrs. B.'s also serves afternoon tea, and we got to see the goodies come out of the kitchen for a group of 4 (the restaurant serves about 40) and were very impressed by how fresh and bountiful everything looked.

Hosting a Red Hat event is so easy --- just

call me with your idea a few weeks ahead of time, plan on sending a personal invitation to 5 of the members who don't have email (I do the group email), and be sure the venue is aware of and ready for us. One major rule of the international Red Hat Club is that there are no rules.....well, hardly any. Roseann did a fine job and even gave us all a nifty present and CHOCOLATE, always a guaranteed winner, no matter what kind of diets any of us are on. So, July is just around the corner and we'd love to get together again if anyone has a neat idea for a gathering place (we try to meet every other month). A tour besides lunch is great, but food, as V-8ers well know, is pretty much mandatory!



Roy Hess with his 1875 helicon tuba at the May tour to the Northglenn Historic Commission's annual open house and ice cream social. **Photo by Ed Rockwell.**



Mark Bailey's 1941 Panel being inspected by club members who attended his seminar on 1941 trucks. **Bernie Sawin** gave an overview of the evolution of V8 flathead Ford trucks starting with the trucks sharing their frame design with passenger automobiles through the later years when the frames were a different (and stronger) design. Mark covered his 1941 panel starting with the interesting history of the truck, the things that he has done to the truck, and finally his plans for the truck in the future. **Don Whissen** talked about the history of his 1941 stakebed with the upgrades he has done to the engine and drivetrain. Mark's wife, **Kate**, baked a delicious (and nutritious) layout of muffins. **Photo by Ed Rockwell.**

Roster Updates

Bill Ford new phone number 303 369-4113

Larry Thuet and wife **Shirley** were somehow omitted from the latest roster. They live at 12614 West 1st Place, Lakewood CO 80228 (phone number is (H) 303-980-6844 , email is lsthuet@comcast.net).

BOARD MEETING NOTES

By **Arnel Kimmett** (From April board meeting)

The April BOD meeting was held on 4-29-11. Discussions included the numerous upcoming tours. We are getting into the summer season and there is something going on every weekend it seems like. Because of this, we can easily have car tours or activities that overlap each other. Members are reminded if they do go on more than one 250 point club tour in any given month, they can only take credit for one.

All Ford Day was discussed at both the board meeting, and the May General Meeting, which took place on 5-5-11. The club is looking for someone, or more than one person, to take the lead for this years' AFD. If you are interested in taking the lead, please contact any board member asap. It will be held on 9-11-11 at Sheridan High School, same place as last year. The board voted to keep the entry fee at \$10.

This year is the 75th anniversary for the 36 Ford so big hand of thanks to member **Roy Hess** for his reminiscence at the general meeting of growing up with a 36 his father bought. Once he was old enough to get his driver's license, Roy purchased the car from his father. He then proceeded to customize it in the tradition of the day. Roy can't tell a story without being funny and this attribute held true again!

BERT MARSH AWARD REMINDER

By **Walt Hume**

This is a mid-year reminder to each club member that the committee for the Bert Marsh Distinguished Service Award wants members to come forward with nominations. Nominate the most active, contributing member who has worked for club betterment this year.

September is only three months away and the selection committee would like a slate of candidates based upon 2010/2011 contributions. There are more details of this award in the club roster.

WANTED OR FOR SALE

FOR SALE: 1940 Standard Ford Tudor Sedan, rust and dent free Arizona car. Engine shot, will supply 1950 8BA truck engine. \$6,000 which includes \$2,000 new parts from Drake. Contact **J.R. Marschall** 623-465-3270.

FOR SALE: All glass display case 25"x19"x10" excellent condition \$110. Another slightly larger at 31"x19"x12" mint condition \$195. These are glass all six sides with three heavy glass shelves in each and sliding glass panels for access. Perfect to display any type of collectible. From the 1950s-1960s. **Merrill Newman** 303-949-9093 (cell)

Colorado Veteran's Home Tour

(Continued from Page 1)

Quebec. Go through the intersection at Leetsdale and turn west into the parking of the Leetsdale Market Place Dairy Queen. Ample open parking to the north. We can conclude the tour here or take a tour through the local Denver Parks in the vicinity. Directions will be given to all at the Dairy Queen.

CLUB APPARREL

The following is a summary of Jackets, Golf Polo Shirts, and Crew Neck T-Shirts available with embroidered name and club logo:

Flannel Lined Jacket: \$63.50 to \$67.50
Quilted Lined Jacket: \$68.50 to \$72.50
White Cotton Jersey Knit Sport Polo Shirt: \$24.00 to \$28.00
White Cotton Crew Neck: \$15.00 to \$22.00

The price ranges above are due to sizes and embroidery options. Contact **Gene Pastor** for more information.

Collector Cars and “Modern Motor Oil”

Just Say No

By Jim Stach

I recently completed the rebuild of a pushrod engine after having some unfortunate problems with a rebuilt flat motor. In both cases I made it a point to talk with each engine builder about the correct kind of engine oil to use for proper break-in and motor longevity. The results of those conversations and further research have led to surprising conclusions I'd like to share.

I'll start by making a simple statement and then explain my opinion. Any manufactured motor oil with an API (American Petroleum Institute) seal and/or rating on the container is not compatible with our Collector Car engines. Please note at no time am I speaking to EPA guidelines, mandates, or considerations. They do not apply to the year of my car and motor. I'm just talking about what IMO is the best motor oil for my Collector Car engine.

Today's passenger car motor oils are formulated to be compatible with our modern car's emission control equipment. Federal EPA requirements have led to two significant changes, a reduction in performance proven formulated anti-wear chemistries like ZDDP, (Zinc) Phosphorus and Sulfur in API rated engine oils and an increase in the ratios of detergent and dispersant additives. As a result, the API created “Lower Emissions” oil you buy today is not the same as it was 10 years ago. While this is good for our modern daily driver, it is bad news for our Collector Car engine or Vintage Racer.

What About Zinc. After talking with two different engine builders about the correct motor oil they both recommended oil with high levels of the oil additive ZDDP (Zinc Dialkyl Dithiophosphate) or Zinc. When I read the marketing information by several manufacturers of racing motor oils I always

found ZDDP to be an important additive in their oil formulation. Zinc has been the most common anti-wear additive used in motor oils in the last 60 years. There are a couple of basic facts to understand about ZDDP and file away. The oil additive ZDDP works because it is a polar molecule, so it is attracted to ferrous metal surfaces. ZDDP is not a lubricant until heat and load are applied. Another way to think of this is ZDDP must react with heat and load to create the sacrificial film that allows it to protect critical engine parts. It should be noted ZDDP is manufactured at different “burn” rates for different purposes. For example properly formulated engine break-in oil will have “fast” burn ZDDP chemistries to allow it to activate quickly to protect the new moving parts. The converse of this would be “slow” burn chemistries for race engines that operate at high RPM (9,000), extreme loads, and high operating temperatures (plus 300 degrees F). Racing motor oil formulations expire during an event(s) and require frequent changing.

What About Detergents. I mentioned earlier the Federal EPA requirements have led to the reduction of ZDDP in API rated engine oils while increasing the PPM (parts per million) ratio of detergent and dispersant additives. Remember I asked you to file away the fact that ZDDP works because it is a polar molecule so it is attracted to ferrous metal. Well detergent and dispersant additives “compete” against Zinc in the engine because they are polar molecules as well. They clean the engine and they don't distinguish between sludge, varnish and Zinc. They clean all three away. Modern API certified oils contain higher levels of detergents and dispersants certified oils contain higher levels of detergents and
(Continued on Page 7)

“Modern Motor Oil”

(Continued from Page 6)

dispersants due to the exhaust gas recirculation (EGR) system on modern passenger cars and have reduced levels of ZDDP chemistries.

Conclusions Reached. My engine does not have an EGR System and my exhaust piping does not include a Three Way Catalytic Converter. My car and engine do not fall under current EPA emission guidelines. I want a motor oil formulation with higher PPM of ZDDP and lower PPM of detergent and dispersant additives. Return to my original and most important conclusion. Any manufactured motor oil with an API (American Petroleum Institute) seal and/or

rating on the container is not compatible with our Collector Car engines. The final investigation I leave to you but if you agree with my basic premise I think your best bet is to begin looking at the high performance or racing oil products. IMO the salient points to consider are 1. Higher levels of ZDDP and understand the “burn” rate formulation (intended use as specified by the manufacturer). 2. Viscosity. 3. Rust protection. Good Luck.

All material referenced from joegibbsdriven.com, “New” Oils and “Old” Cars Don’t Mix by Mark D. Sarine, and Lubrication Fundamentals, Second Edition, by D.M. Pirro and A.A. Wessol, Published by Marcel Dekker, Inc., Copyright 2001 Exxon Mobile Corporation

HOLYOKE TOUR

(Continued from Page 1)

As in previous years, we will gather Friday morning at the **FLYING J TRAVEL CENTER** for the **9:00 AM sharp** departure. Flying J is located at E. 32nd Ave and Airport Blvd. in Aurora (first stoplight south of the I-70/Airport Blvd. exit. I recommend you park in the lot to the north of the restaurant. If you plan to have breakfast before we leave, I'd recommend you arrive around 8:00 AM.

The run to Holyoke is 195 miles.

The tour to Holyoke will follow the same exact route we have used the past two years; Bennett, Prospect Valley (rest stop), Wiggins CDOT Rest Area, the scenic "river route" through Orchard, Goodrich and Weldona to our lunch stop at the Country Steakout in Ft. Morgan. After lunch we'll continue on U.S. 6 to Sterling and east to Holyoke. Expect to arrive in Holyoke around 3:30 or 4:00 PM.

For reservations at the Golden Plains Motel (800-643-0451 or 970-854-3000), I recommend

you speak with Diane Monday thru Friday, 7:30 AM to Noon. We're old friends and she knows how to take care of us. Rates are \$56.00 and \$66.00, original wing and new wing. All original rooms have now been completely refurbished.

There are no "Dandelion Daze" events Friday evening this year, just the Saturday Car Show around the Phillips County Courthouse. You can view events and print a registration form at <http://holyokeychamber.org>. We'll have plenty of time for dining on our own Friday evening and Saturday.

For those staying over Saturday night (everyone, at this point), most of us head back to Sterling for a great breakfast at T. J. Bummer's in North Sterling, then head back to your homes as you choose.

I'll do a mailing one week prior to departure to all who have registered. If you have questions before then, call me at home (303-366-9496) or cell (303-949-9093).

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				JUNE 2011	
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
			1	*Membership Meeting 7:30 p.m. Denver Design Center	2	3	*Seminar: 9:00 a.m. Wheel Coverings
5	6	7	8	9	10	11	
*Tour 1:00 p.m. Colo Veteran's Home	12	13	14	15	16	*Tour: Dandelion Daze (Holyoke, CO)	18
19	20	21	22	23	24	25	
26	27	28	29	30			