



# The Distributor

"Since 1970"



MARCH 2010

VOLUME 40, NUMBER 3

## LAKEWOOD HERITAGE CENTER TOUR

By Brad Hunsinger

We will meet at 11:00 a.m. on March 13, 2010 at the Radius Gallery in the Visitor Center at Lakewood's Heritage Center, 801 S. Yarrow St. The schedule allows for approximately one hour to tour the Heritage Center facilities and to view the art exhibited by club member **Al Orahod**. The exhibit will be in the Radius Gallery in the Visitor Center. Al's art takes a look at

Lakewood's Colfax Avenue and is focused on the old neon signs, many still in use. Signs from the Lakewood's Heritage Center collection will also be featured. **Al** will address our group, as well as members of the Denver Timing Assn, and will be available for Q & A. There is a \$5.00 admission charge to the Heritage Center (\$4.00 seniors). Admission to

Radius Gallery and *Spirit of Lakewood* exhibits are free of charge. We will then meet for lunch at approximately 1:00 at Carino's Italian Restaurant at 389 S. Wadsworth. The Heritage Center is located in Belmar Park, South of Alameda and North of Mississippi on Wadsworth Blvd. Turn west on Ohio Ave from Wadsworth to enter Belmar Park.

## "Dandelion Daze" Tour 2010

By Merrill Newman

Once again, we're heading for Holyoke, Colorado on June 18-19 to enjoy one of the club's most popular "flathead flatlander" tours. This year is the 10th Annual "Dandelion Daze" celebration. I've reserved 15 rooms at the ever popular Golden Plains Motel (800-643-0451) and feel certain we will use every one.

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## WELDING SEMINAR MARCH 6<sup>TH</sup>

Dick Fell, Seminar Chairman

**Gus Turnage** will host the March 6th seminar at his garage at 1235 S. Jason St. This address is 1 1/2 blocks south of Mississippi on Jason. Coffee and donuts as usual will be ready at 8:30 am. Gus will talk and demonstrate welding techniques -- acetylene, MIG, TIG, and spot

welding. He'll start with a discussion of finding out what welding is required by cleaning and media blasting your project. This will lead to bending, hammering, straightening and welding and finally smoothing and soldering/plastic filling as the final work prior to paint. This should

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### MEETING NEWS

Thursday, March 3, 2010

7:30 pm

Denver Design Center



Russ and Tommy Newnes, and Charlie Clark proudly show off the completed Lincoln V12 short block. (Not pictured is John Linden who also helped in the assembly.) The February seminar highlighted the Lincoln V12.

# Prez's Message

Listening to the opening welcome speech by a ranking Canadian representative for the 2010 Olympic Winter games, I drew some parallels to our Early Ford V8 club. He stated that the athletes that are there are the "best of the best" ready to compete. Whether it's the sponsoring of a tour, the presentation of a subject at a seminar or general meeting, a restoration of a hobby, or the planning and coordination of club events such as the club picnic or Christmas party, or the volunteering for any of the club's many events, we are the "best of

the best" at that moment. The members of our club are doing a bang up job, volunteering to the best of their abilities. The Olympic athletes are there to bring home the Gold, Silver, or Bronze medals, the just reward for the time and effort they spent training for these Olympics. Our rewards are the satisfaction that we are doing the best that we can do. By enjoying the hobbies that we put so much effort into, the new and old friends that we stay in contact with, we make the Hi-Country Early V8 Ford Club an organization that we want to remain a part. Jay

## NEWSLETTER NEWS

One of the prime responsibilities of the Hi-Country Ford V8 Club board of directors is to ensure that every attempt is made to balance the budget without raising membership dues. This effort gets harder every year as costs and prices, for which the board has no control, rise. As the biggest expense occurring every year, the cost for the club newsletter rightfully was subjected to a cost reduction analysis. It was only two years ago when the total yearly cost for the NL was \$5537. This sum was lowered somewhat last year with the emphasis on email delivery. In round numbers, the club has approximately 150 dues paying members for 2010. With dues at \$35, this equates to \$5250. The club just can't sustain using 100% of the dues for the newsletter when there are other expenses and funding requirements.

For the last 15 issues, I have received tremendous support from club members for the submittal of club event and general interest articles and pictures. I edited many of these articles and was

totally responsible for the final list of items to be incorporated and transformed into the final newsletter. **Dan and Marion MacDonald** have performed this function for the club for a great many years and their efforts resulted in the great looking newsletter you have all come to appreciate. The sad and unexpected news of Dan's passing expedited the transition from their professional support to in-house volunteers. This was probably going to happen anyway. So with the approval of the board, and with the emphasis on controlling costs, I have volunteered to format the newsletter in addition to my editor responsibilities.

Rumors have flown around regarding Marion's continued support. I know she has made plans to spend some time back east, but beyond that, I don't have any first hand knowledge of her plans, and have to much respect for her to fuel rumors as to what these plans might be.

So with that in mind, this newsletter is the second "in-house" produced newsletter. You will continue to get the articles on club

## 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. Kallispell 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

#### 2009 Officers & Board:

Jay Svigel ..... President  
Tom Webb ..... Vice President  
Patti Jantz ..... Treasurer  
Brad Hunsinger ..... Recording Sec.  
Larry Durlin ..... Corresponding Sec.  
Bernie Sawin ..... Board member  
Lou Mraz ..... Board member  
Gene Pastor ..... Board member  
Casey Hayes ..... 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 Kellogg and Larry Happel .....  
..... 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)

activities (tours, seminars, general meetings, etc) and items of general interest. The only thing you should see is minor differences from previous formatting as the general layout will be continued. As always, constructive comments regarding content are always welcome. Brad

# GLASS BUG SEMINAR FOLLOW UP

By Lou Mraz

The December garage seminar dealt with reproducing at home the correct Ford safety glass bugs on the new safety glass to be installed in your vehicle. A kit produced by Carlton Glass (Roy Nacewicz --- 734-654-9450) was used to demonstrate the process and show the results that can be obtained. The seminar demonstration was done using glass lying flat, and the results were very good. During the seminar, a question was asked about using the process on glass already installed in a vehicle. In this case, the surface you would want to use would be vertical (or nearly so) instead of the horizontal surface I was using. This question was put to Roy, and the answer was the kit and its components were designed and intended to be used on a vertical surface. In fact, that may be the preferred situation. You might ask why this is the case. The answer is simple. Even if you had an original piece of Ford bugged glass available and were able to exactly transfer the bug placement dimensions to the new glass, when this piece of glass was installed in the vehicle, its final placement might not exactly match the placement of the original glass. New gaskets, adjustments for good fit, and even slight movement of the internal trim might result in the new glass installed with the bug partially obscured or not in the precise location you would like or expect. The way to deal with this possibility is to install the glass first, adjusting its final placement to your satisfaction, and then use the bug kit. This allows you to place the bug exactly where you want it to be located.

If the original glass is still in the vehicle, take a clear and detailed photo so you will have a good

reference to use when placing the bug mask (screen) on the new glass. It is also important to remember these vehicles were built on moving assembly lines, and production did not always go as planned, so the exact placement of the original bug may not be precisely where you would expect it to be. Additionally, the original bugs themselves were sometimes a bit sloppy and not always as clear and precise as you might expect. The kit bug mask can easily be taped in place on a vertical surface at the exact location you desire. The activator solution, while thin and runny, is only intended to get the mask in complete contact with the glass. While it may drip a bit, this should not be a problem, although I would certainly be very cautious about allowing it to get on a painted surface, especially for any length of time. The actual etching cream is quite thick and will pretty much stay where you put it when you dab it onto the mask, so its use on a vertical glass surfaces should not be a problem. As always, practice on scrap glass until you become completely comfortable with the process.

Another question posed involved the separate availability of the mask setting solution or the etching cream. With care, the kit masks can be reused a number of times, and the possibility exists the solution or the cream could be fully consumed by multiple uses or become unusable over time (air is the enemy). In such situations, the answer is that both the mask activator solution and the etching cream are available from Carlton Glass. If you need one or both, give Roy a call. For more

information on all Carlton Glass products and services, visit the website at [www.fordscript.com](http://www.fordscript.com). Carlton Glass is fully licensed to use the Ford glass script and related images.

## Condolences

It is with regret that we inform you of the passing of Club member **John Torrey**. A memorial will be held on March 27<sup>th</sup> at 2:00 p.m. at the First Plymouth Congregational Church at 3501 S. Colorado Blvd in Englewood.

John was the owner of a 1949 Ford convertible club coupe that he purchased new in February of 1950 in Hattiesburg, Mississippi.

# Ford of Canada Heritage

The first car built by the Ford Motor Company of Canada in early 1904 was the Model C. Most were 2-cylinder Model C's, but a few 4-cylinder Model B's were also built. Both were made in 1905 along with the Model F, a new 2-cylinder car. In 1906, both the C and B were discontinued, but two new models came on the scene. The Model N was a low-priced 4-cylinder car, but the 406 cid 6 cylinder Model K was huge and expensive. The F was gone by 1907, but there were two new Fords - Model R and Model S. Both were 4 cylinder cars, and built along with the Model N and Model K through much of 1908. Production of all those models ceased when the Model T made its debut in October 1908. The Canadian-made Fords were similar to the American models, although there may have been minor departures, due to the use of Canadian components. Ford of Canada constantly tried to



1908 Ford Model N

keep a high level of Canadian content.

During the Model T era, Ford of Canada chose not to produce some body types. For instance, sometimes there were no Canadian 2 door Model T sedans. Four-door Model T sedans were made in Canada before they were in the U.S. Four doors were convenient for people going from province to province where right and left drive laws varied. Some body

types were sold under different names. When the American T Runabout was called a Roadster in 1923, Ford of Canada continued calling it a Runabout. It was also in 1923, when Ford called the 2 door sedan a Tudor. Ford of Canada adopted the same name for it, and even went further and called the 4-door sedan a Fordor. Ford used that term for many years, but it originated in Canada and used for five years before it was in the States.

The arrival of the Model A brought a much greater variety of body types, though Ford of Canada never produced quite all the body styles made south of the border. Model A station wagons, for instance, were never made in Canada. The northern firm produced some body types not made in the States. From 1929 through 1936, Rumble Seat models were available in more varieties for Canadians than Americans. (Taken in part from <http://media.ford.com>.)

## Colorado Collector Car News

In association with the Old Car Council of Colorado

The *Colorado Collector Car News* is a monthly newsletter published in association with the Old Car Council of Colorado. The content of this newsletter will include:

- Information published by the OCC as it relates to the collector car hobby.
- A lead article each month that highlights one of the clubs in the OCC, with a story and photos that cover a recent club event.
- Monthly "Club Member of the Month" and a Car of the Month" human interest columns.
- List of upcoming events, shows, swap meets, etc.
- Classified ads for club members.
- And more!

This newsletter is **FREE** to club members of clubs that belong to the OCC. To receive this newsletter, you must opt-in by supplying your e-mail address to **Greg Akiyama** at 303-680-8298, or preferably, e-mail your name, e-mail address and phone number to [gakiyama@earthlink.net](mailto:gakiyama@earthlink.net). Put "Newsletter" in the subject line. Please opt-in today. A larger distribution list will aid in the ability to sell advertising in this publication. Your e-mail and phone numbers **WILL NOT** be shared with anyone at anytime. If you have any other suggestions for content, please contact Greg.

# A CENTURY OF SAFETY

When Ford introduced the Model T in 1908, the new vehicles were more likely to crash into a horse and buggy than another car. Drivers were at risk from the fuel tank mounted beneath their seat and a rigid cast iron steering column that could impale their chest. But the Model T also boasted safety features – pneumatic tires, a high-strength steel chassis and a horn to squeeze when the driver was scared or irritated. By 1960, 61 million passenger vehicles were on the road, while today there are more than twice that many. Yet because of ever-increasing safety innovations, the rate of fatalities has decreased.

- 1908** **MODEL T.** The Tin Lizzie goes on sale in October. A year later, there are about 14,160 Model Ts.
- 1911** **REARVIEW MIRROR.** Ray Harroun mounts first rearward-facing mirror on his Marmon race car in the inaugural Indianapolis 500.
- 1912** **ELECTRIC STARTING MOTOR.** Drivers no longer have to hand-crank the engine, risking bruised knuckles and broken arms from the kickback.
- 1920** **TRAFFIC SIGNALS.** A 3 color light is installed in Detroit, though the first traffic signal debuted in London in 1868
- 1921** **CHILD SAFETY SEAT.** A Model T sports a safety "seat" for kids (a sack with a drawstring attached to the rear seat).
- 1934** **STEEL ROOF.** Provides roll-over protection.
- 1939** **TURN SIGNALS.** The first turn signals go into production - 32 years after being invented.
- 1951** **POWER STEERING.** Patented in 1902, the first commercially available hydraulic power steering unit (the Hydraglide) appeared.
- 1959** **SEAT BELTS.** Invented in the 1800s, it wasn't until 1959 that today's 3 point belts became standard.
- 1966** **ANTILOCK BRAKING SYSTEM.** Based on technology developed for aircraft, ABS is introduced on a British sports car.
- 1968** **HEAD RESTRAINTS.** Sweden offers first car fitted with front seat safety head protectors.
- 1973** **FRONT AIR BAG.** Becomes available 21 years after it was invented.
- 1986** **TIRE PRESSURE MONITORING.** Now required on all vehicles.
- 1990** **NAVIGATION SYSTEM.** First GPS-based auto system becomes available in Japan
- 1998** **SIDE CURTAIN AIR BAGS.** Front and rear occupants gain vital protection.
- 2000 to Present:** Adaptive Cruise Control, Blind-Spot Monitoring, and in 2010 the Pedestrian Detection System

## WELDING SEMINAR

*(Continued from page 1)*

be very interesting to everyone but especially our newer members who might be now starting a project. We'll finish

with questions and Gus will try to answer them all! Starts at 9:00 -- be there!

## Dandelion Daze Tour

*(Continued from page 1)*

want to encourage everyone to make their reservations asap as there is a big family reunion in town the same weekend so demand for rooms will far outstrip the supply. You should identify yourselves as part of the Early Ford V8 club for rooms Friday evening, June 18 and Saturday evening, June 19. Rates for two run from \$56.00 to \$66.00, plus tax. Information and registration forms for "Dandelion Daze" Car Show & Shine are available at [www.holyokechamber.org](http://www.holyokechamber.org) Make your plans now; details to follow in April "Distributor". Call if questions (303-366-9496).

## WANTED OR FOR SALE

**Wanted:** Outside Rear View Cowl Mirrors, Hot Water Heater, Front and Rear Ends for '41 Mercury; '35 – '38 Outside Rear View Pickup Mirrors Call **Jim Alger** 303-237-9317 or (C) 720-987-3701

**For Sale:** '35 / '36 PU Firewall (nice), '41 Conv't Top Switch. Call **Jim Alger** 303-237-9317 or (C) 720-987-3701

**For Sale:** 91A Flathead Engine \$500, 3 good Flathead Crankshafts \$75 ea, Camshafts, Starters, Generators, etc \$25 to \$50, '51 Ford Rearend complete with 3.54 gears, \$100, '37-'39 Ford car or PU 3 speed trans \$200, '37-'42 Ford PU 4 speed trans \$200, Frame, Pickup Box, early '37-39 wheels, Truck Gas Tank, etc. Call for prices. All prices OBO. Call **Ed Hurt** 303-524-4706 (C) or 303-279-3282 (H)

**Wanted:** for 40-41 p/u, Good unre-stored 6V Heater. Call **Mark Bailey**, 303-229-7012, [tontrk@gmail.com](mailto:tontrk@gmail.com)

# 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)

### MARCH 2010

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
	1	2	3	*Membership Meeting 7:30 p.m. Denver Design Center	4	5	6 *Seminar - Welding
7	8	9	10	11	12	13 *Tour to Lakewood Heritage Center 11:00 Start	
14 Daylight Savings Time begins	15	16	17 St. Patrick's Day	18	19	20	
21	22	23	24	25	26	27	
28 Palm Sunday	29	30	31				