



The Distributor

"Since 1970"



NOVEMBER 2011

VOLUME 41, NUMBER 11

DUES REDUCED!! **It's Membership Renewal Time!**

It's that time of the year again. It's time to renew your membership. Membership renewing is simple enough. And it's costing less! The board voted to reduce the membership dues by \$5 due to the trend of an increasing budget surplus in the club checking account over the last three years. Even with this reduction in dues, the board has determined that there is considerable flexibility to fund approved club activities for the next several years at a minimum. Renewing is so simple even a Chevy owner can do it. Just follow the instructions as described in the article on page 6 of this issue. Remember the cost of a Regular Membership and a Joint Membership is now the same. This allows you to name another person in your household as a joint member at no additional cost.

V8'S & VETERAN'S DAY TOUR

By Tom Webb

I'm sponsoring a patriotic car tour on Veteran's Day, 11 Nov 2011. The Tour will start with a visit to the restored Field Officer's Quarters which now serves as the historic museum for Fort Logan. To reach this 1889 gem, and Denver landmark, travel west on Oxford Avenue (4100 So.) from Federal Blvd. through the 4-way stops at Irving and Lowell Blvd. Notice the 32 acre Parade Ground to your left. Follow Oxford west until it bends slightly south (to your left) onto Princeton Circle. This street circles around the Parade Grounds. Our destination is the 8th building from the corner, at 3742 W. Princeton Circle.

We will meet at this location at 9:00 a.m. and tour this neat home and see its' historic memorabilia.

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Stainless Repair Seminar

By Dick Fell

Bill Moore with help from **Ivan Fiechter** will host our November seminar in his garage. It will be held Saturday, Nov 5th. The topic will be dent and scratch removal from stainless steel. Coffee and donuts as usual with the seminar beginning at 0900. To get to Bill's go south on Parker road and exit at Arapahoe. Go east on Arapahoe road for approximately 1/2 mile to Richfield St. and turn right. Richfield St. goes south here and if you turn left you will be on Buckley. Continue south on Richfield St. and turn right on East Easter St. and go one block before turning left on South Quintera St. Bill's is on the right at 7251 S. Quintero. Bring a chair!!! Bill has straightened a lot of stainless steel and he will demonstrate how to make a beat-up old hub cap look like brand new. New members will probably also enjoy looking at Bill's 1935 stuff as he has more of that than anybody else in the club. Snow or shine.

COBRA MUSEUM TOUR

By Gene Pastor

On November 19th, we will be touring the Shelby Cobra Museum, 5020 Chaparral Court in Boulder. For those wanting to caravan to Boulder, we will be meeting in the Target store parking lot at the NE corner of Hwy 36 and Wadsworth Blvd (actually turn right on Midway Blvd, one block north on Wadsworth). We will plan to meet at 8:30 with a 9:00 departure time. Full directions will be available, via flyer, at the November general meeting as well as the meeting place. Flyer will include restaurant details as well. There is an \$8.00 admission to the museum.

Prez's Message

September 30 – October 2 brought 28 of our members and 13 classic cars (8 flatheads) to La Veta for Octoberfest Car Show and festivities. **Gene Pastor** and **Claudia Troxel** made a trial run down weeks before and picked a beautiful route. Once there, our hosts **Keith** and **Shari Smart** made our 3 day stay quite enjoyable. The fall colors and weather were perfect. It was my first time and would highly recommend it to members who haven't driven down. Sunday's breakfast/brunch and seeing Keith's old Ford "eye-candy" was a great departure treat before we headed home. Thanks to the Smart's for a fun club outing!

The clubs' annual "Turkey Trot" Tour was hosted by **Mike** and **Allie Schroder**. Their '46 V-12 Lincoln led the way on a very beautiful "back-roads" route. Our old fords were made for those kinds of "blue highways". A couple of "new" cars were noted. **Brad Hunsinger** made a maiden voyage in his just finished '40 convertible, and **Frank Keller** drove his '41 station wagon. Henry would be proud of those cars 70 years later. If you missed this one you missed a good one. Thanks Mike and Allie for your efforts!



Early V8's at the "Raking the Leaves Tour (There were 20 early V8's on this tour – great turnout!)

In the past I've used the term plank-owner at meetings and the Distributor and probably didn't explain the term too well. So here goes...From 1968-1972 I served in the U.S. Navy. A term sailor's use for the original crew of a new ship is "plank-owner". Since we had just celebrated the 40th Anniversary of the club I thought it would be kind of neat to make note of these original active members when I could. My Quiet Heroes for November are the following "plank-owners: **Cy Boutwell, Ivan Fiechter, Denny Gorken, Casey Hayes, Don Lund, Merrill Newman, and Dub Smith** (charter members) **Arnel Kimmett** and **Mike Welch** are

The Distributor

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

2011 Officers & Board:

Tom Webb President
Doug Weinel 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**

included on my list because of their 40 year continuous membership and dedication to our club. Thanks to all of you for your "years" of service. Tom

NOVEMBER MEETING PROGRAM: *Bonneville Racing and Kenz & Leslie*

By Jay Svigel

Our general meeting program for November will be "Bonneville Racing and Kenz & Leslie", provided by **Merrill Newman**, and remastered by **Jay Svigel**.

Bill Kenz and Roy Leslie opened their shop in 1938 as a result of two talented men having raced midgets and wanting a business that surrounded the love of racing. In 1949 Bill Kenz

built a racing vehicle with two flathead engines on a truck chassis that became known as the "Odd Broad". The Kenz & Leslie team went to Bonneville in 1949, and with Bill Kenz as the driver, went 140 mph, and won his class. However, the 200 mph record had not been set yet, and having seen some streamliner models, Bill and Roy wanted to be the first to attain this record.



The Kenz & Leslie streamliner at Bonneville

Bill Kenz took the "Odd Broad", rebuilt it into the first streamliner using the two flathead engines, went to Bonneville in 1950 and with driver Willie Young, became the first streamliner to break the 200 mph barrier.

In 1956 a third flathead engine was added to the Kenz & Leslie 777 streamliner, and in 1957 at Bonneville, the car topped 270 mph. This was the

last year of racing for the streamliner 777.

Roy Leslie Jr. continued the racing with cars numbered 777 in later years, with a Mercury Comet, and a Mercury Cougar.

CHRISTMAS PARTY

By Patti Jantz

Make plans to attend the annual club Christmas party on Saturday, December 3rd hosted by **Gene Pastor** and **Patti Jantz**. We will celebrate at the Beef Palace, in the Hall of Education, National Western Complex, 1390 E. 47th Ave. This will be the final points tour for the year. There will be a cocktail hour (cash bar) from 6 pm to 7 pm with dinner to follow. This year the price will be \$28.50 per person and it needs to be pre-paid by November 28th. We will have a signup sheet at the October and November meetings. You may also call **Patti Jantz** (303 795-8444), or **Gene Pastor** (303 422-8753). Please make checks out to the Hi-Country Early Ford V8 Club. Also, as is our custom, we will be collecting donations of underwear and socks for the Samaritan Shelter for men, and the Gathering Place for women and children. *'Tis the Season...*



The October garage seminar on flathead speed equipment, though met with nasty weather, was well attended. Speed equipment experts **Ted Bowen** and **Bernie Sawin** discussed vintage speed equipment, their evolution and some of the pro's and con's of this equipment as encountered over the years. There was a good assortment of vintage parts on display. **Charlie Clark** discussed the more state-of-the-art speed equipment such as fuel injection. In the background is **Jack Eakins** nearly completed '36 Tudor. **Photo by Ed Rockwell.**

ELECTION TIME

By Brad Hunsinger

It's that time of the year where we will be looking for candidates for the Board of Directors. As you all know, there will be three board members whose term will expire at the end of this year. Here's your chance to volunteer and become (more) active in the club. The board generally meets on the last Thursday of the month. As a board member whose term is expiring, I can honestly state that the time demands are minimal, and you would get the opportunity to help in the running of the club. As of newsletter publication, we have had four members agree to run for the board. (More on this in the December newsletter.) In order to have a real election, we should have at least six candidates. To run, you need to be present at the Dec meeting or have note delivered to any board member stating your desire to run. The election will be held at the December general meeting. Here's your chance to contribute. Volunteer today!!

Veteran's Day Tour

(Continued from Page 1)

At about 10:15 we'll continue around the Parade Ground to Lowell Boulevard, and travel north through the 4-way stop at Oxford ½ mile to Kenyon (This is the NE corner of Ft. Logan National Cemetery). Travel west on Kenyon to the first entrance gate (across from Mullen High School) and turn left into the cemetery. Follow Omaha Drive south until it comes to stop sign at Denver Drive, where we turn left (south) and then west to Oklahoma St. I will do my best to keep everyone in group so we can park on Oklahoma Street (circle drive) just south of the lake and Veteran's Day ceremony grounds. The ceremony begins at 11:00 a.m. and lasts about an hour.

After ceremony exit north on Denver Drive to left on Omaha (one way) to Logan Blvd. North to end, then right turn on Denver Drive left on Colorado past Admin Buildings to our original entry.

Back to Oxford on Lowell. East on Oxford to right on Irving. South to Quincy and left at light to Lowell. South on Lowell 2 miles to Bowles. Go through the light and take the first left turn into parking lot of 4G's Mexican Restaurant. Buffet line or menu selections for lunch. If you can't make the November general meeting give me a RSVP call at 303-789-3956 so I can give 4G's a head count.

A BEAUTIFUL DAY FOR A BOUNTEOUS TEA

By Jan Haight

I can't remember a more lovely autumn that has also been so long-lasting! By the time you read this, all that may have changed, but right now, it is warm, with blue skies, no wind, and gorgeous trees changing colors. The trees in the parking lot of the church where our British Tea was held were perfect, and I heard someone say, "Why go to New England for the fall colors when it is so colorful right here?!"

Ten of the Hi-Country V-8ers attended this tea on October 15 and thoroughly enjoyed the variety and richness of goodies offered. Plenty of volunteers kept our teacups full of really good tea, very hot and just the right strength. None of us won anything in the raffle, but we know our offerings went to a good cause. Unfortunately, we all didn't get to sit together as promised, but that was a minor glitch in an otherwise perfect afternoon.

We'll be taking a winter hiatus but I'll be hoping that someone has a great idea for March, as by then I, at least, will be more than ready to see good friends again and enjoy an event, hopefully including food!

BOARD NOTES

By Arnel Kimmatt

The September BOD meeting was held on 9-29-11. The 40th anniversary All Ford Day has now come and gone and it was a great success! The club even made a little over \$1000 with the event. Thanks go out to all who helped plan, sponsor, and participate in the event.

It was brought up that club members should be reminded it is the time of the year for renewals, plus the need for new BOD candidates. **Larry Durlin, Brad Hunsinger** and **Bernie Sawin** will be going off the board so if any member would like to volunteer to run for the board, please contact any current board member.

Over the years, the biggest expense for the club has always been publishing and mailing the monthly club newsletter. Since Brad Hunsinger became the editor of 'The Distributor' a few years ago, costs have gone down substantially. (We all owe Brad a big hand of THANKS for his work and efforts). In view of the cost savings, Brad made a motion that since we are a not for profit organization, to lower dues for next year as the general club treasury now has over \$10,000 in it. This was passed by the board and more details will appear elsewhere in this newsletter. A motion was also made to help out the Early Ford V-8 Foundation with its building fund and donate \$1000 to them.

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65th Anniversary of the 1946 Ford

Thanks to Ken Bounds, Northern Illinois Regional Group #8 Editor

2011 is the 65th anniversary of the 1946 Ford. The war was over, production quotas had been lifted, and Americans were anxious to buy new cars for the first time in four years. Although the new Fords were basically updated 1942 models, there were some important differences.

New

- V-8 horsepower increased to 100 hp from 1942's 90 hp with the 239 ci engine
- First year for the unique wood-bodied "Sportsman"
- First year for pressure radiator cap
- Phillips head screws first used on interior trim
- Convertible tops now operated by hydraulic pumps



Lasts

- Last year for toolkits in Fords (except for jack, handle, and lugnut wrench)

Technical Specifications

- Price – starting at \$1,074 for the Deluxe Coupe "Six" to \$1,982 for the V-8 Sportsman Convertible
- Weight – ranged from 3,007 lbs for the 3-passenger Coupe to 3,490 lbs for the V-8 Station Wagon
- Engines – 239 ci Flathead V-8 rated at 100 horsepower and 226 ci 90 hp Flathead Six
- Engine production – V-8, 762,427; 6-cylinder, 98,893
- Production totals: 467,413 – Fewest - Sportsman, 723; Most - Super Deluxe Tudor Sedan, 163,370

Notable

- Auto production is severely limited by government price controls and strikes at parts suppliers, steel mills, and eventually Ford assembly plants

World Events

- The first meeting of the United Nations was held January 10 in London
- In a March 5 speech in Fulton, MO, Winston Churchill coins the term "Iron Curtain"
- The first bikini is introduced in Paris 4 days after American atom bomb testing at Bikini Atoll
- Auto racing pioneer Barney Oldfield died October 4 at the age of 68
- *It's a Wonderful Life* starring Jimmy Stewart premiered December 20



MEMBERSHIP RENEWAL INSTRUCTIONS

You can take one of two approaches to renew your membership:

1. If there are no changes to what's currently listed in the roster, then you can send a check for \$30 (by December 31, 2011) made out to the Early Ford V8 Club to:

Hi-Country Regional Group
The Early Ford V8 Club of America
c/o **Jack Eakins**
15604 E. Chenango
Aurora, CO 80015

In this case, the current roster information will be used in next years' roster.

2. If there are changes to what's currently in the roster, then send a NEATLY hand-written note with the changes, along with your renewal check, to **Jack Eakins** as listed above. Changes can include:

- Joint members name
- Email address and if you want your email listed in the roster
- Home address
- Phone number
- Early V8's owned
- Indication of whether or not you desire the newsletter via email

You can also send an email to **brhunsinger@msn.com** with any changes. Please help **Jack Eakins** and me out by submitting your renewal information legibly and promptly.

Information received will be used to update the club roster. The club roster will be available at the February general meeting. Note to newer members. If you are receiving the Distributor, then your information is on record for the coming year.

Winter Storage Tips

It's not that far away. Cold weather is coming and for most people that means sending their old iron into moth balls until the spring thaw. In order to make sure your car comes out of winter storage in the same condition in which it went in, there are some major items to take care of before closing the garage door.

- **Fuel:** Top off the tank and include fuel stabilizer, circulating it throughout the system by taking a short drive before putting the car in the garage for the winter.
- **Cooling:** Drain the entire system and the radiator and refill with rust-deterrent antifreeze.
- **Oil:** Change both the oil and the filter and choose a winter oil with corrosion protection.
- **Battery:** Hook it up to a charger or a similar charge-maintaining device for the duration.
- **Tires:** Deflate slightly to take stress off the suspension or, better still, elevate the vehicle on jack stands.
- **Paint:** There's no substitute for that pre-winter bath complete with a thorough drying and a nice coat of wax. Choose a car cover made of breathable cloth and stay away from plastic that traps moisture and encourages rust. (On any unpainted metal surface, a layer of rust inhibitor is a good idea.)

- **Vinyl, leather, rubber:** In dry climates apply a preservative to the seats, dash, and other interior components to moisturize the material and ward off cracking.
- **Convertibles:** Put the top up for the winter or you run the risk of shrinkage during extended periods of storage.

Finally, you're not setting up a winter hostel for varmints and insects. Your best defense is mothballs and plenty of them inside the car and under the dash. (Don't forget to cover the tailpipe or you're just leaving the back door open.)

BOARD NOTES

(Continued from Page 4)

(In discussing this, the board was advised that numerous other V-8 clubs have helped out the foundation with donations over the years.) This motion was seconded but will need to come up for a membership vote at the November general meeting. If agreed to, a majority of members in attendance will have to approve it.

2012 Western Meet Update

By Lou Mraz

The 2012 Western National Meet has changed dates and (somewhat) locations. The dates in the latest V-8 Times are not correct. The meet is still in Redmond Oregon, but has moved to town. The sponsoring RG apparently had some difficulties with the original resort location, which sold their dates out from underneath them. It appears the RG did not have a contract with the resort to protect the dates. Guess that is what comes with inexperience. The RG has plenty of previous experience with WNM's, but not this particular management group. Anyway, the dates are now September 11th thru the 14th (Tuesday thru Friday), 2012. The meet will move from the resort to a series of hotels very

near the local convention center. The move may mean that more rooms will be available (not all that many were set aside at the resort), and at a larger range of prices (?) because more than one hotel will now be involved. The new hotels have not yet been (publicly) announced. Another positive will be the awards ceremony/banquet will be at the convention center, allowing for one big room to be used. It seems this would not have been the case at the resort (the things you learn when things go wrong!!!). But stay tuned because things could still change a bit. This management team seems to be learning as it moves forward.

EASTERN MEET RAFFLE

By Lou Mraz

Below is information I received from the RG sponsoring the 2012 Eastern National Meet. As part of the financial plan to support the meet, they are raffling a rebuilt flathead. The details are below. I have a limited number of tickets to sell. The tickets are one for \$5.00 or three for \$10.00.

Here is the info on the raffle engine (from the information I received!). "It is sweet, built like an early 50's street rod engine. The pistons are bored 60 thousands over giving a displacement of 265 cu. in. The construction and set up gives the engine 140-145 hp.

At Hershey we had it idling for 3 days with an occasional shot on the accelerator to achieve a boom - boom backoff to attract a crowd. It is exceptionally well balanced and runs very smooth."



Two participants **Dick Fell** and **Ed Rockwell** soak up some rays at the LaVeta Octoberfest. Sponsors **Keith** and **Shari Smart** sent a very nice Thank You card for the participation and help from other Hi-Country Regional Group club members, but the club needs to thank Keith and Shari for hosting another great event.

WANTED OR FOR SALE

FOR SALE----Fully restored 1952 FORD 4 door, automatic C4 transmission.
Also parts for early Fords: water pumps, generators, electric fuel pumps, distributors, voltage regs, vacuum pump and others. Call **John Timora** at 303-420-2991 or 303-902-1683.

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 | | | NOVEMBER 2011 | |
|--------------------|--------|----------------------------|-----------|--|----------------------------------|---|
| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
| | | 1 | 2 | *Membership Meeting 7:30 p.m. Denver Design Center 3 | 4 | *Seminar: Stainless Steel Restoration 5 |
| 6 | 7 | 8 | 9 | 10 | *Tour: Veteran's Day Memorial 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | *Tour: Shelby Cobra Museum 19 |
| 20 | 21 | 22 | 23 | 24 Thanksgiving Day: | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |