



The Distributor



"Since 1970"

OCTOBER 2011

VOLUME 41, NUMBER 10

“Raking the Leaves Cruise”

By Mike Schroder

I am giving the October tour a title of “Raking the Leaves Cruise”. **Date is: Sunday October 16th 2011.** This will be a day only tour and cover just over 100 miles in a loop through the southern counties of Arapahoe, Douglas, and El Paso. We will have a few stops of interest along the way and we will have a simple trivia/scavenger hunt along the way.

The trivia quiz will have a total of 10 questions to read and then try to find the answers as we travel along this route listed. Map will be provided for help.

Start point will be Aspen Grove Mall parking lot in front of Starbucks Coffee. Plenty of parking. Arrive between 8:00am and 8:30am, have a cup of coffee for those who want. At 9:00AM we will leave and go south down Rt 85 –Santa Fe to Castle Rock. When we reach the intersection at the Castle Rock outlet mall, we will turn onto Founder’s parkway and cross over the I-25 highway. Founders will lead us around the town and then connect to RT 86 going east to Franktown. At the center of Franktown, we will turn South onto Highway 83 and travel a short distance to Castlewood Canyon State Park. We will enter and stop for some great views of the canyon and a rest from the road. Nature center has exhibits and restrooms.

After about 45 minutes or so, we will leave the park and head south again on 83 to highway 105, turn West and proceed to Monument CO. Highway 105 will take us back over I-25 and on the West side we will
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MEETING NEWS

Thursday, October 6, 2011
Denver Design Center

FLATHEAD SPEED EQUIPMENT SEMINAR

By Jack Eakins

The October seminar will be held at my garage on October 8, at 9:00 a.m. The topic will be on the pros and cons of speed equipment for the flathead Fords. **Charlie Clark** and **Bernie Sawin** will be the featured speakers. There will be a variety of flathead speed equipment for your inspection.

My garage is located at 15604 E. Chenango Ave, Aurora, CO. To get there, take I-25 to the I-225 exit and go east. Exit Parker Road South and go to Quincy Ave. Turn left or east on Quincy and travel about one block to Smokey Hill Road and turn right. Continue on Smokey Hill Road just past Chambers and turn right on the next street (Shenandoah) which is immediately past the Vet Clinic. Shenandoah is a gated community. Follow the signs. If you need any directions, call me at 303-690-5161.

NOTES FROM AUBURN

By Dick Fell

The following was announced at the Auburn national meet: the next Western Meet will be at Redmond, Oregon in mid-September 2012. The 2013 Grand National Meet will be in June at Lake Tahoe, Ca. (At Harrah's hotel) There were 318 registrants at the Auburn Meet just held but they had 9 no-shows. Trophies went to: **Dick Fell** – '36 Roadster first time Dearborn award, **Ed Hurt** '39 Convertible Dearborn award, **Arnel Kimmett** – '53 Convertible Dearborn Emeritus Award, **Bernie Sawin** – '36 3 Window coupe Rouge Award for interior, **Doug Weinel** – '36 5 Window coupe Rouge Award for exterior, **Steve Carmack** -- 2nd place '40 convertible, **Tom Lewis** 2nd Touring "A" Award for '35/'36 Open, **Ed Rockwell** -- 2nd Touring '40 Open.

Prez's Message

Our 40th All-Ford Day Car Show was a Mission Accomplished. We wanted to have a show that celebrated our event's longevity and get all the blue oval guys back with us. We got a great sampling of the Ford product line between the years 1914 – 2009. As advertized, all the class winners came from non-members and we gave a low-cost fun event enjoyed by all. With 81 pre-registered vehicles and a grand total reaching 170, at times it got a little hectic, but with many members chipping in their help it was all pulled off with very few glitches.

So chronologically...Our board got the show rolling in the early months of the year. I quickly got Sheridan High School venue secured and paid for. (Thanks to **Jay Svigel's** work of a year ago). Hopefully, we can continue having this site again in 2012! We thought business sponsors would be a good idea, helping us defray start-up expenses and a hedge against a complete bad weather day. Although the economy was not so good at this time, everyone we asked was ever so happy to donate for this good exposure of their services. Some were even more generous with door prize sponsorships. The members who secured these businesses were: **Larry Durlin, Arnel Kimmett, Merrill Newman, Russ Newnes, Gene Pastor, Larry Rankine, Mike Schroder** and me. In addition, **Roy Hess** was able to get a nice advertising blurb from his friend Bud Wells, in his long-time column in the Denver Post.

With the help of the secured artwork on the business cards, **Brad Hunsinger** layed-out and designed our registration form of 3 pages and, of course, had them all "run-off" at the print shop. Jay Svigel put the forms on the web site in living color! Now the show was off and runnin'!

Being a "t-shirt" type of guy, I just had to have a commemorative shirt for this 40th event! With much help from our computer graphics guy – **Tommy Newnes**, the shirt design came to be. We "tweaked" it until I think it became "just right". Tommy also designed a couple of business cards for sponsors without, and they were added to our forms & display board. Why mess with a good thing, so the 40th logo also became the dash plaque and award for each of the 15 class winners.

Sunday, September 11th finally rolled around and with a great weather forecast for the day, I figured we'd get a good turnout, and we did. **John Linden** helped me hang the 4 x 23' banner a couple days prior and **Gene Pastor** got our Hi-Country club banners up at Oxford & Federal. We placed club cars at that corner to "bring in" the crowd and they were: **Larry Durlin's '40 Fordor, Jim Stach's '36 5 W Coupe, Ray Bates '37 Fordor, Jack Eakins '40 Tudor Deluxe, and Charlie Clark's '40 Coupe.** The registration table realized quickly why pre-registration is important! A steady flow of vehicles entered usually of course, in "spurts" until around 11:00 am. Chairman, **Patti Jantz**, had help from her friend **Carrie Hannum, John Linden, Frank Sims, Anne Svigel** and **Don Whissen.**

It was a little more of a "squeeze" this year to park all the vehicles. **Jim Hatfield** had help from: **Steve Bennett, Jack Eakins, Walt Hume, and Ed Hurt.** Every hour on the half hour, **Bernie Sawin** started up his '50 Merc to show how a flathead can run with a head removed. Seeing the exposed pistons and valves in operation is always a real crowd pleaser. This demonstration has always been very popular and for the past 10 years it's been Bernie's contribution to All-Ford Day.

Jay secured the services of our food vendor, Archie's Dog House. They reported a good profit day and it was definitely a service to us. Mickey Froid, "Da Boogiemán", was a hit and enjoyed by all.
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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:

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TBD..... Meeting Programs
Jim Nielsen OCCC Representative

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Rich & Mary Jo Kellogg Circulation
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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

Prez's Message

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Brad also enlarged all the sponsor business cards to 5" x 7" and made a board to display them.

I got door prize distribution help from: **Steve Bennett, Carrie Hannum, Gene Pastor** and **Mike Schroder**.

The ballots were counted by **Ray Bates, Ed Hurt, Larry Durlin,** and **Dave McCord**.

Presenters of the Awards were "plank-owners" and long ago former-presidents of the club. We have 9 dues-paying plank/charter members of the club and 8 of 9 were present that day! **Casey Hayes** and **Sam Benton**, the original 2, presented plaques. The rest of presenters included **Dick Adams, Dennis Blake, Cy Boutwell, Ivan Fiechter, Roy Hess, Arnel Kimmet, Lou Mraz, Merrill Newman, Jim Nielsen, Bernie Sawin, Mike Welch** and **Don Whissen**. Later, I became aware that Charter Members **Denny Gorkin** and **Don Lund** were present!

Registrants "policed their own area" for trash and our clean-up crew of **Bernie Arellano, Larry Durlin, John Linden, Merrill Newman, Eddie Rockwell, & Jimmy Venegas** made the car show grounds cleaner than we started with. **Jay Svigel** disposed of all trash.

Photographers for the event included **Eddie Rockwell, Jim Stach,** and **Tommy Newnes**.

65 members of the Hi-Country V8 Club registered their cars in support of our idea of non-awards to club members. That, I feel, was a great showing!

Thanks a million to all the above names – it takes a team effort to pull off a successful event and 40 years in a row says something about our club! I apologize if I missed anyone. It was a busy day and lots of things were going on.

Last, but not least, I'd like to continue my monthly recognition of a club member who goes above and beyond. October's quiet hero is **Patti Jantz**. Patti's in her second year as a board member and Treasurer of the club. She's kinda like me, "old school", does her work with a calculator & long hand without a computer. She's hosted seminars and this year's club auction. A go to person when illness and death occur in our membership, she has been the Remembrance & Celebration person for the past 12 years. Patti has been the Christmas party chairman many times and during All-Ford Day she has been an invaluable member of our team. Thanks Patti for what you've done and are doing for our club! Tom

(Editor's Note: Not mentioned by Tom, but extremely important to the success of AFD were the efforts of **Julie Webb**. She was responsible for "thank you" correspondence to our sponsors, supported the generation of ballots and windshield cards, handled email correspondence, and the generation of a pre-registration list. Of course Tom wasn't going to mention himself, but I know I can speak on behalf of the club when I say "Gooooood job, Tom".)

1972 – 2011 40th Anniversary of All Ford Day *FORDY YEARS OF FUN!*

Thanks to Jim Stach

September 11, 2011, Sheridan, Colorado, the Hi-Country Regional Group #28 celebrated its 40th All Ford Day under a beautiful Colorado blue sky.

Just under 180 FOMOCO automobiles registered for our event including Model A's and T's, Cobras and Mustangs, Woodies, Lincolns and Mercurys, Trucks, Tbirds, Flatheads, and Hot Rods, and one hydroplane racing boat powered by an OH valve Ford V8. Generous local sponsors and donations by club members allowed us to hand out a fine assortment of door prizes and fifteen "Best in Class" awards.

The turn out of Ford vehicles filled the Sheridan High School parking lot. DaBoogieman DJ provided an interesting

audio program with vintage commercials, stories, and of course, oldies to entertain the participants and spectators. We all thank President Tom Webb and all the volunteers for working hard to orchestrate a great All Ford Day.



A fine (and large) array of FOMOCO products on display at the 40th Anniversary All Ford Day. Photo by Jim Stach

Saga of A Car Breakdown

By Arnel Kimmatt

While driving to the Central National Meet (CNM) in Auburn, Indiana, my `53 Ford had a serious mechanical problem. Several people have asked that I give a little summary about the incident; the story follows. Having a car breakdown is nothing new to many of us, and maybe not even worthy of a rendition in *The Distributor*, but the unusual circumstances and kindness of people we came across for help is worth telling.

Merrill Newman, Ed Rockwell and I started out on what was to be a fun trip driving to the CNM in my `53 and Ed's `40 Ford. We left Merrill's house about 6:00 AM on Sunday, August 21st. Our plan was to stay off the interstates as much as possible--the secondary roads would suit us just fine. We traveled on U.S. Highway 36 through eastern Colorado, continuing on the same road across Kansas. A little after 3:00 we drove through the small town of Washington, Kansas. It's one of those towns that you slow down to 35 MPH, has a couple of mom & pop motels and gas stations along the highway, and in less than a minutes worth of drive time, you're through it. The `53 had been running fine with no hint of a problem. About a half mile after Washington I heard a loud CLANK come from the rear axle. Then a loud click, click, click with every spin of the wheels. I pulled over and with Ed following, drove across the highway to a small rest stop. We jacked up the right rear and spun the wheel. The same clicking but we were unable to tell which part of the axle it was coming from. Same thing in jacking up the left side. We agreed it sounded like the clicking was coming from the differential and that it was going to be major trouble! Ed and Merrill jumped in the `40 and drove back to the town to try and find help while I lowered the car and put the jack and luggage back in the trunk. As I did this I thought this could be the end of the road trip for me. At the same time I was thinking of different alternatives such as leaving the car in a secure place, then trying to go on to the meet, somehow getting the car back to Denver, etc.

I had barely closed the trunk lid when my two traveling partners were back. They had found someone who had a garage business and explained our predicament to him. He agreed to lift it on his hoist and look at it. Here it was, 3:30 PM on a Sunday afternoon and they found a guy who might be able to help us. This, in a small town of of just over 1000 population! Finding an open garage anywhere on a Sunday with a mechanic willing to help is usually impossible. Maybe our luck—which was in the pits a few minutes before-- was now making a quick 180!

I slowly drove back to town and pulled into the garage driveway. We then met what turned out to be one of the nicest and most generous individuals we have ever met. His name was Gary Edgar and he has his own repair shop called GWE Performance. He was younger than any of us, appearing to be in his early 40s. He was in his shop on a Sunday to finish up a customer's truck. Once we started talking he gave us his verbal resume of managing service departments at car dealerships in the past, along with owning his current shop, and why he was qualified to work on the `53. The three of us were just standing there hoping and praying for help from him or anyone!

By 4:00 PM the `53 was being raised on the lift. Turning the wheels confirmed the clicking was coming from the differential. From the look of things Gary had plenty of business and really didn't need ours, but knowing our situation he agreed to take the axle apart to see what the problem was. (In the meantime word must have got out that there were a couple of old flathead Ford convertibles at Gary's and suddenly several guys were there to help, with everyone drinking beer and tomato juice. This is apparently the choice drink in Washington on a Sunday afternoon. I'm not a big fan of the mixture, but gladly accepted regular beer. How can you go wrong, the fellow working on your car turns out to be one of the most generous individuals any of us will ever encounter, he is
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Saga of a Car Breakdown

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an excellent mechanic, and he serves you beer)! Things continued to look up!

While this was going on, Merrill and Ed took a few minutes and went across the highway to check us into one of the mom & pop motels for rooms that night. (They had seen a billboard coming into town for a place called Bates Motel, 2 Blocks Ahead, "We have Hot Showers for our Guests"). Ha Ha —gotcha.

Back to the story. In just a few minutes the axles were out but the differential was stubborn. It had been in there since 1953 so that's understandable. When I restored the car it was low mileage, so I took the same approach most guys do with a car differential of "if it ain't broke don't fix it". Everything seemed quiet and tight with it. The other drive train parts were gone through and rebuilt but other than a new pinion gear seal and oil, the differential was left alone.

Once the differential came out we placed it on the work bench and quickly saw the problem. A bolt had come out of something and the head was sheared off. It was wedged between a couple of teeth in the bottom of the ring gear. Every pass of the pinion gear was making the

loud click. The only damage to the ring and pinion were two tiny chips on the outer edges of a couple of teeth. As part of the differential there are two bolts that hold safety clips to make sure the bearing adjuster nuts don't turn. They are

on each side of it and both safety clips and bolts were gone. We found the clips and the other bolt in the bottom of the axle housing. These bolts are independent of each other. They don't have pressure on them that would make them loosen over time, so the only thing we could figure was the bolts were not tightened properly at the factory. One of them had come out at an unknown time in the past, the other just after we passed through



New homemade safety clip installed

Washington. Gary fashioned new safety clips out of #9 wire (see attached photo) and the reassembly of everything then started. With no new gasket available we used blue silicone for the seal between the differential and axle housing. It needed to cure overnight so wouldn't be able to put gear oil in it until the next morning. Everything was back together and done by 7:00 that evening.

I asked Gary what time he opened in the morning and he said normally 8:00 AM. He figured we wanted to leave early so we could drive in the coolness of the day. He said he would be there at the time we desired. I asked how about 6:30? No problem! The next day we met him at 6:30 and the differential was quickly oiled. We were ready to go! The total bill was very reasonable and I tried to give Gary a much deserved tip. He refused to take it but I finally convinced him by saying he could use the money to purchase all the cases of beer and tomato juice it would buy for he and his friends. He did agree to this! We were very thankful and grateful to Gary, his wife Claire, along with the other beer/tomato juice drinking helpers and friends. From Denver to Auburn is well over 1000 miles. Of all the places we could have had this problem, and then be down and out for

who knows how long, we couldn't have picked a better spot than Washington, Kansas. The people we met were the nicest and most accommodating we could imagine. The whole thing sounds like it was scripted for a happy ending Hallmark movie. Small town America still exists and secondary

highways are a great way to go with our old cars. The '53 ran fine with no problems the rest of the way to Auburn, then back to Denver. The CNM turned out to be a lot of fun and we all had a good time. Ed and Merrill were the official photo guys so at some general meeting night maybe we can all watch a great show.

“Raking the Leaves Cruise”

(Continued from Page 1)

have a nice lunch at Rosie's 50 style Diner. After lunch, no real time limit. We will get back onto 105 and continue West to Palmer Lake. Once you go through the little town, watch closely for the 105 Left turn. We are going to use the route through the hills and farms to get back to Sedalia, Colorado. Leisure driving at this point and we will then return to the Aspen Grove Mall. Once we return, I will hold an informal answer session and we can grade our papers. The best grade will get a prize and then if anyone has interest we can go to Ted's Montana Grill for an afternoon drink or beer. For questions, call: **Mike Schroder** at 720-404-8274, or email maschroder@comcast.net

WELCOME NEW MEMBER

Caryl Schlothauer owns a '64 Ford Country Sedan Wagon, and a '68 Ford Diesel Tractor. She lives in Fort Morgan and her phone number is (C) 303-913-0177.

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

NOTE FROM AN AFD PARTICIPANT

Dear Early Ford V8 Club Officers and Organizers
I wanted to take a minute thank every one for an outstanding day I had participating in your All Ford Show at Sheridan High School. The people, participants, sponsors, members, vendors were all great and my son and I had a perfect day, Not to mention we were voted as the People's Choice Award, Many thanks to all. WOW!!!!!!!!!!!!!!!

Sincerely; *Ray Fondacaro*

COMFORT & CONCERN

Dottie Holmes had breast cancer surgery. The surgery went well, and she is recovering nicely.

Al Starr had to have pace maker surgery. They let him go home the same day, and Dovie said he is doing well and was even vacuuming the next day.

Carolyn O'Loughlin had hip surgery and we wish her well in her recovery.

RED HATTERS MATTERS

By Jan Haight

Fran Fiechter came up with our plan to get together on September 2nd and do some shopping and have lunch, all three at the same time --- can't beat that combination! We all arrived at Ikea at different times, did some shopping, and met for lunch in their cafeteria at lunchtime. The food was good and inexpensive and we beat the crowd by eating early. What an unbelievable store that is! Next time I go, I'll use a motorized cart to save my shoe leather.

On October 15, we are invited to attend the Daughters of the British Empire Annual Tea and Bazaar at Plymouth Congregational Church on Hampton and Colorado Blvd.. The event is a fundraiser for the DBE and includes not only the Tea but tables full of neat things, many of them homemade, to purchase, and gorgeous big baskets full of all sorts of goodies that are given away as prizes for those buying raffle tickets. Our group will meet at 2:30 near the door into the dining room and will enjoy our tea as a group. Money (\$18.00) has to be received by Queen Mom, Jan, no later than Sept. 26. Our very own **Pat Roth** is a member of this prestigious group; she helps to make tea sandwiches and serves. Some of us remember **Bud** as the greeter, wearing a tuxedo and thoroughly enjoying himself taking tickets and chatting with the attendees. I look forward to seeing many of you there!

Queen Mom, **Jan Haight**

RESERVE THE DATE!

By Patti Jantz

Just an early reminder that our club Christmas party will be Saturday, December 3, 2011. It will again be held at the Beef Palace, National Western Complex at 1390 E. 47th Ave, Denver. This will be the final points tour for the year. There will be a cash bar from 6 pm to 7 pm. The price is the same as last year (\$28.50). There will be a sign-up sheet at the Oct and Nov meetings. Any questions call **Gene Pastor** at 303-422-8753 or **Patti Jantz** at 303-795-8444. Make checks out to the Early Ford V8 Club.

1936 Ford Restoration

By: Jack Eakins

When I was in high school and college I drove flathead Fords. I have fond memories of those days and the early Ford V-8s. Old car preservation and restoration brings the past into the present and preserves the past for the future.

As I neared retirement I was looking for a project to occupy my time, and I found one. I purchased a 1936 Ford Tudor standard slant back from a lady whose father had briefly worked on the car before passing away. When I first looked at the car, it was parked beside her father's garage in south east Denver. All the paint had been sanded off the car, and the fenders and doors were hanging by a few nuts and bolts. The fenders and body panels were dented, but free of serious rust. The top insert was missing as was the glass and upholstery. The car was covered with surface rust, with the exception of the running boards which were rusted beyond repair.

The bumpers were not to be found. I opened the hood and found to my surprise the engine looked as if it had been recently rebuilt; however, the carburetor was missing.



The '36 Tudor in its' early stages

I was excited about my find. I called my wife, Pat and told her about the car, and she seemed to share my excitement. I agreed on the purchase price with the owner and towed the car to my garage. When my wife first saw the car she commented, "This looks like a pile of junk." I checked the car

over again and thought she could be right.

I have been working on the car for the past four years and have done ninety-percent of the work myself. After I completed the body work, I applied three coats of primer. I took the car totally apart for painting. I had wanted to paint the car myself, but decided against it at the last minute. This was one of the best decisions I made. I reassembled the car after painting, put in the top insert and installed new glass. I bought new bumpers from Drake as well as running boards and covers. **Jim Nielsen** always came up with the used or new part I needed.

Each step of the restoration presented problems and frustration; however, completing each task has brought me satisfaction and enjoyment. Overall, I've had a great time working on this '36 Ford, and knowing that I've helped bring the past into the present.

Pat was of tremendous assistance to me. She helped me put the covers on the running boards and held the bumpers and fenders in place as they were bolted to the car. She now thinks the '36 looks cute and no longer resembles a pile of junk. Her birthday is coming up and I'd like to buy her something attractive and has utility... maybe a blue Ford shop coat to compliment her blue eyes.



Jack's '36 Tudor nearing completion. Jack is hosting the October garage seminar, so you'll be able to see his handy work first hand.

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			OCTOBER 2011			
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		
						1		
2	3	4	5	*Membership Meeting 7:30 p.m. Denver Design Center	6	7	*Seminar: Flathead Speed Equipment	8
9	10	11	12	13	14	15		
*Tour: Raking the Leaves Cruise	16	17	18	19	20	21	22	
23	24	25	26	27	28	29		
30	31 Halloween							