



The Distributor

"Since 1970"



SEPTEMBER 2011

VOLUME 41, NUMBER 9

SEPTEMBER SEMINAR: A Chance to Kick *BIG* Tires

By Dick Fell

We're heading out to Golden for our *September 10th* seminar, 0900 as usual, with coffee and donuts also as usual. **Vince Carabelos** is hosting us (Vince just recently joined our club). His garage is located at 15695 W. 52nd Dr., Golden, CO. To get there go west on I-70 and take exit #265 onto CO #58 and west again to McIntyre St. Go north here (.1 mile past 52nd Ave.) and turn left on 52nd Dr. and Vince's garage is the first place on the right side (north side). Vince has a couple of BIG trucks he bought in Kansas and he wants to restore to original. The vehicles are pretty much all there including motors. (I think one is a 1938 and one a 1940 but I'm sure somebody will correct me!) Truck guys -- bring your own and don't miss this seminar because you will like it! **Arnel Kimmett** will tell us about restoration in general and **Bernie Sawin** will continue after Arnel on the mechanical aspects of restoration. Vince has plenty of room indoor and outside, so weather will not be a problem. He has not started tearing down these trucks -- waiting for our seminar first, so you will see them just as Vince bought them. See you in September.

General Meeting Program - Lone Wolf Tour

By Tom Webb

Most of you have read in past Distributors about my infamous journey around Colorado in the Fall of '09. I'll show my CD photo documentary from this trip that circled Colorado, entered 7 bordering states and traveled 2500 miles in 15 days. I named my trip the Lone Wolf Tour because I traveled alone in my '39 v8-60 Coupe. Hope you can come to the September 1st general meeting!

40th ANNIVERSARY ALL FORD DAY

Get ready for our 40th annual All Ford Day! September 11th is almost upon us. You will not want to miss this year's event. Plan to attend and help a great tradition continue. We are using last year's location --- Sheridan High School. The address is 3201 West Oxford Avenue in Sheridan. One very important feature of using the Sheridan High School location is --- no porta potties --- we will have real facilities instead. The building will be open for us.

Like last year, you will be able to arrive and depart as your needs dictate. Plan to bring your car or truck so we can all enjoy everything FOMOCO has to offer. But don't come too late --- you want to have enough time to see all the great iron displayed. Don't think of AFD as just an automotive beauty contest. "Beaters", well-used original vehicles, and cars that are "works in progress" are all welcome and encouraged. Often it is these vehicles that generate the most interest. Do you have a drivable but unfinished project in your garage? Bring it.

If everything works as planned, **Bernie Sawin** will again have his demonstration flathead engine on site. Come and see the famous and fabulous flathead V-8 engine running on 4 cylinders. With one head removed, you can watch the pistons move up and down in the cylinders as well as see the valves do their thing, very fascinating and informative. There
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MEETING NEWS

Thursday, September 1, 2011
Denver Design Center

Prez's Message

Thanks to Colorado Springs members **Ron & Karen Theisman**, and their friends and members of the Pikes Peak Chapter of the VMCCA for giving us a great tour event Sunday, July 24th. Hopefully we can pool efforts with our southern friends in the future!

Jerry Grosword pulled off another Grand County Tour in late July. The nice Trail Ridge Drive Route, Granby Wild West car show, **Bud & Bev Tillotson's** collections and return over Berthod Pass all occurred with beautiful Colorado weather! Thanks go out to Jerry and our friends Bud and Bev Tillotson in Granby.

Continuing my monthly recognition of one of our club members who quietly does much for us – my hero of our club for September is **Jay Svigel**. Jay, as president last year in 2010, wore many hats. Besides presiding over our general meetings, our website designer and coordinator, he provided and still provides the audio/visual at each meeting. He's still the first to arrive and last to leave each general meeting. He seems never to "need any help" and his routine of setting up, using, and then breaking down his equipment does not go unnoticed by me (as well as many club members)! Through Jay's efforts as All-Ford Day chairman last year he was able to secure the Sheridan High School venue at a great cost savings to the club. Jay is always helping out when help is needed. I appreciate the work you do Jay, and know the "club" does too! Tom

Board Meeting Notes

By Arnel Kimmett

The July BOD was held 7-28-11. The main topic of discussion again centered around the upcoming All Ford Day. Registration cards, trophies, door prizes, T-shirt design, and necessary printing were all agreed to. With anticipated income/expenses, we should be able to break even as far as the club treasury. This has been the objective all along. **Patti Jantz** advised income generated at the club auction was over \$1100. This is great and thanks go out to everyone who took part in donations/bidding as it always helps with club funds.

At the general meeting on 8-4-11, **Dick Thompson**, Collector Car Council of Colorado president, spoke about the council and its efforts to further the interests of our hobby, along with keeping government entities from imposing too many regulations, etc. Also, the CCCC will sponsor the yearly Colfax cruise on 9-14-11.

Walt Hume asked everyone to consider nominations for the annual outstanding member (Bert Marsh) award. If you have someone in mind, please contact Walt.

Keith and Shari Smart have again invited the club to participate in the annual La Veta Octoberfest in their neck of the woods. This is always a beautiful fun trip to the southern part of the state with lots of activities. Sign up for a fun relaxing weekend if you can make it.

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 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

If you missed the August meeting, you missed a great show. Thanks go out to **Lou Mraz** for providing the Wynn's friction proofing tape. As he is the
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1939 PONTIAC “GHOST CAR”

Submitted by Herb Alie

An extraordinary transparent car is set to fetch as much as \$475,000 when it goes up for auction. The motor, dubbed the 'Ghost Car', is a Pontiac Deluxe Six which, bizarrely, has been covered in the see-through material Plexiglas. Built in 1939 by General Motors and chemical company Rohm and Haas at a cost of \$25,000 (an astronomical sum during the 1930s), it was the first transparent full-sized car to be made in America. One of a

kind: The 1939 motor is a Pontiac Deluxe Six which has been covered in Plexiglas, developed just a few years earlier in 1933. Billed as a vision of the future, it was made for the 1939-40 New York World's Fair, where it became a sensation at General

Motors' 'Highways and Horizons' pavilion; and it continues to cause a stir today. Just two were ever made and this model, which has a three-speed manual transmission, and is thought to be the last of its kind. It has clocked up just 86 miles in its lifetime; and now it's set to go on sale for the first time since the early 1980s. It last sold for an undisclosed amount.

The Plexiglas does have some chips and cracks but is mostly in good condition, according to auction notes. Wires and a spare wheel can be seen through the trunk of the car. The model has an L-head six-cylinder engine, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Rubber moldings were made in white, as were the car's tires. The only recent mechanical work has been replacement of the fuel lines. The car has clocked up just 86 miles in its lifetime; and will to go on sale for the first time since the early 1980s.

The car was the result of collaboration between General Motors and Rohm & Haas, who developed the ground-breaking material Plexiglas in 1933. The material went on to be used in military planes during World War II and then expanded in to signs, lighting, fixtures, trains and other cars.

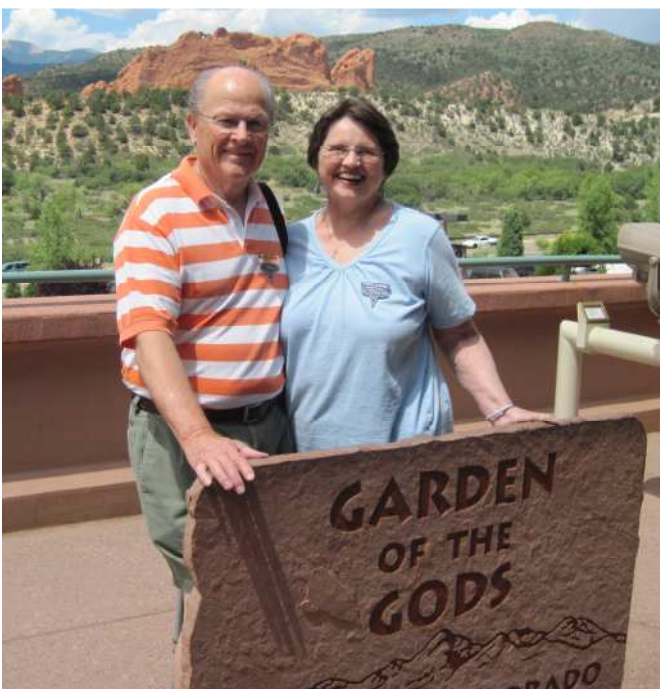


A BRIEF HISTORY ON THE PIONEERING PLEXIGLAS PONTIAC:

- The collaboration between GM and Rohm & Haas was made for the 1939-1940 World's Fair in San Francisco
- At a cost of \$25,000, it was the first transparent full-sized car to be made in America
- Two Ghost Cars were made but the 1939-1940 Pontiac Deluxe Six is the only one known to survive
- It toured the nation's dealerships and went on display at the Smithsonian until 1947, and was subsequently owned by a series of Pennsylvania Pontiac dealers
- This model has a three-speed transmission, a six-cylinder engine, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs and four-wheel hydraulic drum brakes

CONTRIBUTIONS FOR THE DISTRIBUTOR WANTED!

First, I want to thank all the members who have submitted articles for the newsletter. The generation of the newsletter is really the responsibility of all the members in the club when it comes to providing information, interesting articles, pictures, and items of general interest. Consider that the club has approximately 180 roving reporters (you). Without your contributions, the newsletter would just be announcements of up-coming club events. I am happy to keep my eyes open for items of general interest, but I am but one person. So generate an article on your favorite car, especially an anniversary car (1936, 1951), an attended club event, or just submit an interesting article to me. Let's keep the newsletter interesting.... Brad



Why are **Merrill and Martie Newman** smiling? Maybe it's because **Ron and Karen Theisman** sponsored the excellent Heat Um Up and Cool Um Off tour to Colorado Springs. There was a good showing by the Hi-Country Early Ford V8 Club as they joined the Veteran Motor Car Club of America for the tour. **Photo by Ed Rockwell**

Christmas Party Chairperson Needed

Still needed is someone to step up as Christmas

Party Chairperson. The venue is secure, and last year's chairwoman (**Patti Jantz**) is willing to assist. Easy way to get involved in your club! Call Patti if you would like to help.



Bert Marsh Distinguished Service Award (A Reminder)

By **Walt Hume**

The Bert Marsh Distinguished Service Award committee is seeking nominations for 2011. This is the 17th year for the award and it is presented at our annual Christmas party and dinner. The committee is looking for the club member who has worked hard this past year with full devotion for the betterment of the club and community. Please refer to the club roster for needed details to write a full description of the contributions of your selected candidate.

Send/forward a recommendation (typed is preferred) to a committee member. The committee includes: **Dick Adams** (Chairman), **Walt Hume**, **Ed Hurt**, **Gene Pastor**, **Ed Rockwell**, and **Don Whissen**.

WELCOME NEW MEMBERS

Tony Verrico and his wife **Barbara** live in Monument, CO (mailing address: P.O. Box 744, Monument, CO, 80132). Their phone number is 719-481-2258. They own a '36 Tudor Deluxe, a '36 3 Window, and a '51 F-1 Pickup.

Orrie Klassen and his wife **Lois** live at 7801 W. 35th Ave, #7, Wheatridge, CO 80033. Their phone number is 316-215-2649. They own a '50 Merc 2 door.

Please take the time to welcome these new members and to encourage them to participate in club activities.

COMFORT & CONCERN

It is with great sadness that we report that **Roseann Blake** has passed away. Condolences to husband, **Dennis**, and to all of the Blake family.

Steve Carmack had shoulder surgery, and hopefully, is recuperating nicely.

Also, sadly we report that **Betty Robitaille**, wife of the late **Ron Robitaille**, has passed away. Condolences to the Robitaille family.

USEFUL WEBSITE

Submitted by Herb Alie

The OldCarCafe.com website is useful in finding cars, vendors, and automotive resources. The website features a Parts & Accessories Directory, a Photo Gallery, and links to technical information and manuals.



Grand County Tour participants. Jerry Groswald (pictured left) sponsored the multi-day event. Photo by Ed Rockwell

WANTED OR FOR SALE

FOR SALE: '48 Super Deluxe Sedan Coupe, Maroon, Dressed Flathead, 12V. \$13,500 Call **Jim Lyle** at (303) 795-3304

WANTED: I would like to make a club display board of ALL FORD DAY dash plaques. I have the #1 - #12, but #3 and #4 aren't in very good shape (due to prying them off my glove box door!) Let me know what you'd like to donate. Contact **Tom Webb** at 303-789-3956

FOR SALE: Crankshaft and bearings for '40 Ford. Newly ground crank .030 under, and matching N.O.S. rod and main inserts. \$250 Contact **Don Whissen** 303-733-0649

Corrections

Roseann Bennett helped a lot at the club auction including recording contributions, and helping cashier, but was not mentioned in the August Distributor with the rest of the people who made the auction a success. Her efforts were certainly appreciated. Sorry for the oversight, Roseann.

Mike Schroder's phone number in the roster needs to be corrected to 303-904-0196

1909 Model T Article

By Don Whissen

I take umbrage to the article on page of the August issue of the Distributor that rated the 1909 Model T "as a piece of junk". The original author of this article used Model T and junk in the same sentence. I doubt that he ever had an original thought in his life.

At the turn of the century, making a car was uncharted waters. There were no automotive engineering schools you could go to. These "blacksmiths" had to use their ingenuity, which took a whole lot of original thought, to develop a vehicle that was reliable and affordable.

The Model T is beautiful with its brass radiator glimmering in the sun and its black paint a symbol of elegance. I can always attest to its reliability. The original author is still out there seeking an original thought. Let's hope he gets it right next time.

ALL FORD DAY

(Continued from Page 1)

aren't very many engines that can run under their own power while at the same time you can watch the various components (pistons and valves) function.

As always, we will need modest help to stage AFD. Please volunteer for some of the light duty, low intensity jobs (such as our simplified registration, parking, signs, and cleanup) that are necessary to make AFD a success. Sign-up sheets will be at the September General Meeting, or talk to **Tom Webb** at 303-789-3956.

An on site food vender will be providing breakfast and lunch meals which you can purchase. Dash plaques will be presented to all entrants. Registration begins at 7:30 am, and the \$10 pre-registration fee (\$15 at the gate) is good for the first two vehicles you bring. If you own additional vehicles that you would like to display, there will be no additional cost, so empty out the garage.

See you there!

Mounting Radial Tires on Classic-Vehicle Rims

Condensed from *SEMA Member News*—July/August 2011

By Brad Hunsinger

Over the past 100 years, tires and the wheels that support them have gone through significant changes as a result of technical innovations in design, technology and materials. No single factor affects the handling and safety of a car more than the tires and wheels it rides on and how the two work together as a unit. One nagging question has been whether rims designed for bias-ply tires can handle the stresses placed on them by radial-ply tires. The answer depends on how the rim was originally designed and built as well as the number of cycles on it and how it has been used. Most importantly, it depends upon the construction of the tire and how it transmits the vehicle's load to where the rubber meets the road.

The terms radial and bias describe two different ways to structure a tire using similar, rubber-covered fabric cords of nylon, polyester, rayon or steel. The bodies of all tires are made from layers of such cords, and the layers are called plies. Within each body ply, tire cords lie parallel to each other encased in rubber, and each cord distributes stresses along its length to its ends, which are anchored around steel hoops called beads. Because the beads also hold the tire tightly to the rim, the bead areas transfer body tire cord stresses to and from the rim. Radial tires and bias-belted tires have additional belt plies located only beneath the tread area, and the cords of those plies are anchored only in rubber.

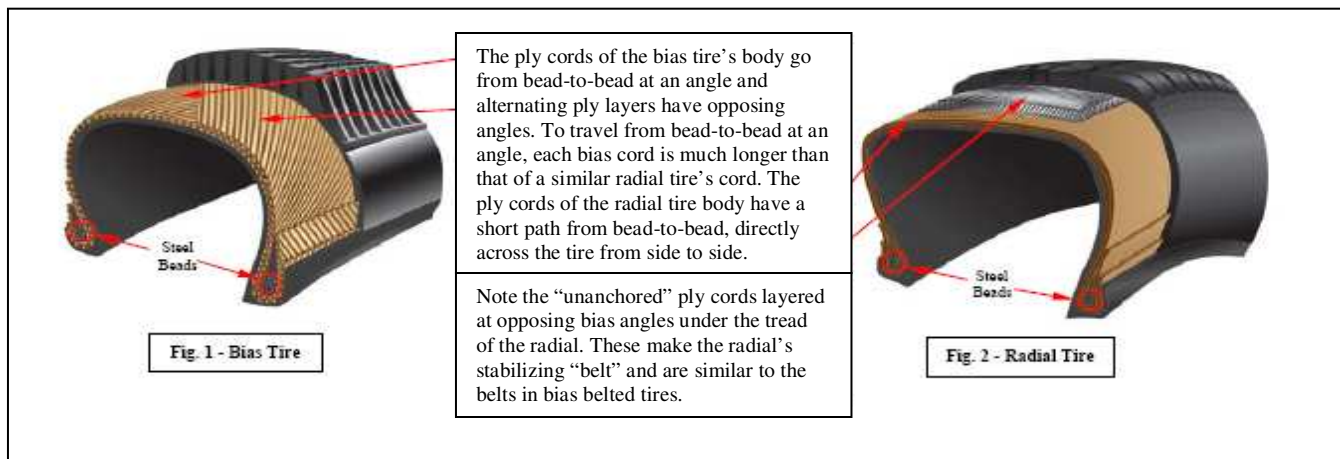
Why is there a possible rim concern between

Radial and Bias Tires? The fitting of radial tires, to wheels and rims originally designed for bias tires, is an application that may result in rim durability issues. Even same-sized bias and radial tires stress a rim differently, despite their nearly identical dimensions. Stresses that exceed any rim's design limits can result in rim failure with possible tire & vehicle consequences.

When radial tires began to be widely accepted, engineers and customers noted occasional rim-cracking failures that led to higher strength standards for light truck and large agricultural tire applications. Rim cracking was not prevalent in all wheels of that era ('70s), but wheels and rims of earlier years (with different design standards and many, many usage cycles) were not—indeed, could not—be fully tested for use with every possible radial. Therefore, it is likely that all old rims—and even some new rims made to old designs—may not perform satisfactorily with newer-technology tires, even if compatible sizing makes it very easy to install the radials.

Construction features of radial and bias tires make them bulge differently when deflected. So the radial's localized bulge puts more stress on the rim flange. Why? Bias tire cords cannot bend or bulge independently because they are rubber-bonded to adjacent ply cords that go in the opposite, reinforcing direction. Therefore each bias cord transfers some of its stress to each of the cords that crosses it. Radial tire cords can bend and bulge independently by stretching and/or

(Continued next page)



compressing the rubber between them because (except in the belt and bead areas) there is no other reinforcement between the cords. The radial tire concentrates its wheel-to-ground loading stress in a much smaller portion of sidewall than a bias tire does, and extreme bulging is the result.

Rim fatigue and cracking can happen to any wheel from normal flexing, cyclic loading and cornering, but radial stressing of the rim can accelerate metal fatigue and rim failure that is uncommon with bias tires.

What are the possible results of radial tire rim stress? Radials can add bulge-induced stress at various rim flange area points which increases the possibility of fatigue cracking in these areas. Additionally, wheel stress caused by a radial's improved handling actually results in additional flange area and stress point loading as the tire distorts & rolls sideways. The most likely failure mode for an overstressed rim is circumferential cracking at one or more stress points.

What can be done to check for rim cracks? Small cracks may offer no symptoms in a tube-type product, since air leakage will not occur unless the crack's motion nibbles through the tube. So, only vigilant physical wheel examination offers a way to catch early cracking in a tube-type application. Small cracks in a tubeless application will result in immediate, noticeable air leakage. A key to discovery is to remember that cracking is a possibility and don't always assume that air loss is a puncture or a valve issue. Most importantly, don't "correct" a leak by periodically adding air as a crack could be growing in your wheel. With reasonable inspection and careful maintenance, it is likely that rim cracking issues with any tire (radial or bias) can remain limited to a nuisance issue rather than a safety concern. Even same-sized bias and radial tires stress a rim differently, despite their nearly identical dimensions. Stresses that exceed a rim's design limits can result in rim failure, with possible tire and vehicle consequences.

La Veta Tour

By Keith and Shari Smart

Come down and enjoy Oktoberfest with us from Sep 31 through Oct 2 in La Veta. Our small town of La Veta, nestled in the southern Colorado Mountains, is a perfect place to spend the early fall. We have a full weekend of activities planned. A block of rooms has been reserved at the Rio Cuchara Inn on Highway 160 about 15 minutes from La Veta. Call them for your reservation at 719-738-1282. Please tell them you will be with the Early Ford V8 Club. Single is \$64.20 or double occupancy \$74.90, includes tax. Please tell them if you have a special need for the weekend when you register. Friday will be your travel day from Denver, with a schedule put together with the Denver coordinator. We will have dinner in Walsenburg. We will meet you at Rio Cuchara about 4:30 PM with a weekend packet. Saturday will be spent in La Veta for Oktoberfest and the car show. There will be a beer garden, food and 60+ vendors as well as the local shops to explore. We will plan dinner after Oktoberfest. Details will be in your packet you will get on Friday afternoon. Sunday Brunch will be held at the Smart's place to end the weekend in La Veta before you travel back to Denver.

We are looking forward to hosting this event again. You can call us at 719-742-3723 or email us at fordyford@juno.com if you want more information or if you want to let us know you are coming.

See ya in La Veta!

BOARD NOTES

(Continued from Page 2)

central director, a fellow club member from Canada sent it to him, and after viewing it, Lou thought it would make a great viewing program. **Jay Svigel** converted it from VHS to DVD format, and provided an article for the Distributor. It was about a test Wynn's sponsored using 2 brand new identical 53 Fords. They hired **Kenz** and **Leslie** of Denver, (yes, that **Bill Kenz** and **Roy Leslie**) to break the flatheads down before, during, and after the tests. Comparisons were made of bearing wear, fuel mileage, etc. Friction proofing naturally won out over regular oil, but what an enjoyable film about what the 20,000 mile tests accomplished. An extra treat of the car testing was great color film footage of 1953 Denver and numerous western states!

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 | | | SEPTEMBER 2011 | |
|------------------------|----------------|----------------------------|-----------|--|------------------------------------|---|
| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
| | | | | *Membership Meeting 7:30 p.m. Denver Design Center 1 | ← 2 Early Iron Alamosa | 3 Festival |
| 4 → | 5 LABOR DAY | 6 | 7 | 8 | 9 | *Seminar: General Restoration & Trucks 10 |
| *Tour: ALL FORD DAY 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 Colfax Cruise |
| 25 | 26 | 27 | 28 | 29 | *Tour: La Veta Octoberfest 30 → | |