

CARBOYS & ENGINES NEWSLETTER

VOLUME 20

MARCH / APRIL 2022

ISSUE 2

I originally became your editor/publisher of the Carboys & Engines newsletter in January of 2012 in part due to my love of photography which began with a Brownie camera in my hand, while still in grade school. My love of cars started when I was also quite young as my parents owned a salvage yard and 24 hour wrecker service. I have an appreciation of cars from the frame up, whether they have been restored or they are in original condition. My brother being 8 years older then me used to drill me on the make and model of the cars on the road. I was pretty good at “the trivia” in the ’50’s & 60’s.

I produced the newsletter for 8 years then decided to let someone else have a try at it. Well after I retired from my job a year ago I still kept thinking of the newsletter “as my baby” and what articles, photos and even what trivia I could put in the newsletter.

I am renewed after taking a year off and I am excited once again about taking over as editor/publisher of Carboys & Engines newsletter. I hope to continue producing a great newsletter and will do so with your help.

Members, please continue to send your articles and photos in. They are most appreciated!

Also I send out a HUGE thank you to my husband, Adrian Appelhans, for helping me “fine tune” the newsletter.



Thank you, Jeannie Durall
Newsletter Editor

Photos submitted by: Adrian Appelhans

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p.s. Any club member that has been to our residence will believe I have gone full circle with living at a salvage yard. Adrian has a “collection” of Willys pickups, wagons, etc.

Photo on the left shows me with the jeep I owned when I originally became the editor of C&E.



My current classic shown above: Jeannie Durall

NOTE FROM THE PREZ

We are having a Swap Meet during the car show on Saturday the 4th, so go thru your old parts and unused goodies that you aren't going to need and bring them out. Someone may be looking for that part you have sitting around. We have 5 major sponsors on board and looking for more, let us know who you think might be interested in helping (with the car show). We need commitments by the 15th of March. A major sponsorship is \$500.00. Also there is a Car Show Meeting on the 15th of March so plan on being there.

Friday night Cruise In's at Culver's and Cars and Coffee at the Looney Bean, will start the first Friday and Saturday after the time change. That's coming up real quick now. Can't wait!!

Thank you to Colleen and Bruce for hosting the last few meetings. Check your email for updates on meetings and hosting possibilities.

Be Safe out there and have Fun!!

Shane

BCC Officers:

President: Shane Brown
Vice President: George VanAllen
Treasurer: Robert Flanakin
Secretary: Colleen Henderson

March 26th 7th Annual Cesar Chavez Celebration and Car Show Held at Las Colonias Amphitheater in Grand Junction

April 9th 22nd Annual Home & Garden Show (along with the 10th Annual Car Show) Located at the Fairgrounds Cortez, CO

April 30th 28th Annual April Action Moab Car Show Moab, UT Registrations are open now online or April 29th at Swanny City Park noon - 4pm.
Show on April 30th 8am - 4pm

May 7th Annual Ute Trails Car Show on the grass field behind Zack's BBQ in Hotchkiss, CO 9am - 3pm

June 3rd - 5th 27th Annual Colorful Colorado Car, Truck & Rod Show Friday night on Main Street, Saturday 8:00am - 3:00pm at Cerise Park, Sunday cruise Location TBD

Swap Meet on Saturday June 4th on the lawn

June 11th 40th Annual Canon City Car Club Car Show at The Winery at Holy Cross Abbey 3011 US-50 Canon City, CO 8am - 3pm

June 24th - 26th 37th Annual Rocky Mtn Street Rod Nationals Pueblo, CO Located at Colorado State Fairgrounds (About 2,000 cars attend this show)

June 25th Bear River Young Life Car Show Craig, CO

July 16th Mesa County Fair Car Show Grand Junction, CO

July 23rd Delta Street Rodders Car Show Delta, CO
July 24th Swap Meet Delta, CO *both events at Cleland Park*

August 19th - 21st 34th Annual Gunnison Car Show Downtown Friday night, Jorgenson Park on Saturday, cruise for breakfast on Sunday

September 16th - 18th Vail Village Car Show Vail, CO

September 23rd 25th Telluride Autumn Classic Telluride, CO

October 8th Pioneer Town Antique & Classic Car Show Cedaredge, CO (with Applefest) date is not confirmed JD

October 31st Trunk or Treat Parking lot next to KFC, Big 5 & Harbour Freight

If you know of any car shows that need to be added to this list please inform me---Jeannie Durall jdhockeyfan@gmail.com

FOR SALE

Gary Davis is planning to sell out and downsize this year.
He will sell their home, shop, three acres, tools and more.

Also a vehicle good to restore: 1974 Ford Van (window style) 1 ton E300.

2002 GMC Envoy SUV 4wd good for climbing mountains.

Homemade trailer on IHC 1970 Vintage Pickup bed mounted on 2 wheel trailer frame.

Gary is still sorting through what to sell and deciding on prices so Contact Gary at 970-234-0756 for more information, if interested.

CARBOYS & ENGINES is published bi-monthly
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MEMBERSHIP DUES - \$10 or \$15 annually Per
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Membership cost covers the immediate family.

Does Quality Cost More?

By Jack Heine

Recently (2/1/2022) it was announced in the financial publications that Toyota Corporation surpassed General Motors as the largest Manufacturer of automobiles in the world. I'm sure there are many reasons for Toyota eclipsing GM, but perhaps a leading reason has to do with customer perceptions of consistent "quality" delivered at a competitive price.

In the very early 1960's there were rumors that the Japanese Government was considering canceling Toyota's export licensing. You see Japan was determined to shed the "made in Japan moniker" that was associated with the poor quality of many of its export products. One of the most glaring quality issues was that Toyota cars rusted, and the perception of its worldwide potential customers was that its products were *throw away cars of poor quality*. So, what would it cost for Toyota to drastically improve its products? The answer is "nothing".

Through the efforts and insights of Edward Deming, an American consultant that was hired by Toyota to improve its manufacturing processes, the corporation dramatically changed its manufacturing methods to emphasize quality over low price. This transition was brought about through the adoption of Deming's now famous *Quality Function Deployment* (QFD).

QFD is a set of planning and communication routines, that coordinates skills within an organization, first to design, then to manufacture and market goods. An expansion of the QFD methodology is called the *House of Quality* and is customer focused and founded in the belief that products should be designed to reflect the customers' *perceptions of quality*. Marketing people, design engineers, and

manufacturing staff must work closely together from the time a product is first conceived. For Toyota this meant focusing attention immediately on the "rust" issue as a way to improve customer perception of quality.

Toyota improved its rust prevention record from one of the worst in the world to one of the best by coordinating design and production decisions to focus on this customer concerns. Using the *House of Quality*, designers broke down "body durability" into 53 items covering everything from climate to modes of operation. They obtained customer evaluations and ran experiments on nearly every detail of body production. Decisions on sheet metal details, coating materials, and baking temperatures were all focused on those aspects of rust prevention. An interesting side benefit of deploying the *House of Quality* methodology was that Toyota saw a 39% reduction in the cost to manufacture their car bodies. Verifying improvements in quality can also yield dramatic reductions in cost.

Net/Net: Quality does not have to increase the costs of goods if the manufacturing process is finely tuned, and the customer wants are identified prior to design. As it turns out, a customer's first impression of quality is how well the doors open and the overall *feel* of quality construction.

!!!SWAP MEET REMINDER!!!

Don't forget our swap meet at the *Black Canyon Classics Car, Truck & Rod Show* on June 4th.

It's time to find all the extra parts you didn't need and gather up all your left over parts from your last project and bring them to the Swap Meet on Saturday, June 4th!!!

Thanks,

George Van Allen & Tracy Dodd

A tour into the past (1985) with Montrose's Chapter of the VMCCA (Veteran Motor Car Club of America). Continued from Jan/Feb issue of Carboys & Engines.

BLACK CANYON TOUR
(Breakfast)

WEDNESDAY, JUNE 12, 1985

Tour Captains: Harold and Ellen Smith

Tour will begin leaving Tour Headquarters on Wednesday morning, June 12, 1985.

Mile

00.0 Leave your starting point in Montrose going east on U.S. Highway 50.

The elevation in Montrose is 5,794 feet above sea level, nearly the same as Denver. The elevation at the rim of the Black Canyon of the Gunnison is about 8,000 feet.

Soon after you leave Montrose going east, you begin to travel through rolling barren hills locally known as "the dobies". They look somewhat like sand dunes, but are actually Mancos shale. They were once the bottom of a salty arm of the Pacific Ocean and the whitish patches in the soil are alkali salts that were left when the sea retreated more than 100,000,000 years ago. The crumbling shale makes an adobe clay soil which expands when wet and shrinks when dry making it difficult for any but the hardiest of plants to get a foothold. This area is a true desert with less than nine inches of rain per year.

06.0 Drive east for six miles from the city limits of Montrose to the well marked turn-off to the Black Canyon of the Gunnison. This is state highway 147 (left) which leads to the Black Canyon National Monument. There is a filling station and curio shop at this intersection which is open during the summer months.

It is about six miles from the corner to the entrance gate of the National Monument.

Follow this paved road up a rather steep grade (about one and one-half miles) through a lush irrigated farming area called Bostwick Park. Alfalfa is the main crop in these fields, but there may also be some barley grown for the Coors Brewery in Golden, Colorado. The irrigation water for this area is transported through canals from Silverjack Reservoir, which is about 40 miles to the southeast on the Cimarron River.

continued on Page 6

The paved road continues straight across Bostwick Park and then climbs again through brushy hills covered with gambel oak and serviceberry shrubs. Small wildlife is abundant in the National Monument; mule deer are a common site, especially at twilight, and an elk might be near the road during winter months.

Just after entering the National Monument, you will see a paved road on the right with a sign that says "East Portal".

DO NOT TURN HERE.

The road leads down into the bottom of the Black Canyon. It is a paved road, but is very steep with a series of hairpin curves. Trailers, buses and large R.V.'s are prohibited and you should be sure you have sufficient power to climb the steep grade out of the canyon.

There is a toll gate at the entrance to the Black Canyon National Monument. The dollar bill included in your tour bag may be used to pay the toll. The campground where breakfast will be served is a short distance from the gate on the right. A small museum and visitor center in the Monument provides information on wildlife, the geology of the area, etc. Nature walks and evening campfire programs are offered during the summer months by park rangers.

Twelve well marked observation points in the Monument provide interesting information.

The high mountains you see in the distance across the canyon are the West Elk Mountains. These ranges were once flat, sedimentary layers of rock, until they were crumpled and pushed westward over one another like a wrinkled rug. Intrusions of hard volcanic rock between softer layers were later left exposed by erosion, which gives the mountains their modern silhouette.

The Monument road is a dead end with turn-around and picnic area. Return to Montrose by the same route you entered, Highways 347 and 50.

How many members reading this article has stopped to think about all that is mentioned in this set of directions? Who thinks of the rocks, wildlife, how steep the grade is, etc.?

In our fast paced world it may be time to schedule our road trips and really take the time to enjoy them and each other!

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Get your shift together!



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Black Canyon Classics Car Club

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Remember to spring forward - March 13th is Daylight Savings Time

Cruise at Culver's on Friday nights beginning March 18th start time is 5:00 p.m. - ?
Coffee and Cars begin Saturday March 19th 8:00 a.m. - 10:00 a.m. In the parking lot next to Looney Bean.

Do you want to be in the know for the car show?

We are actively seeking members for help with this years show. Help is needed in several capacities. Attend a meeting or contact Shane Brown or George Van Allen.

The featured class for Colorful Colorado Car, Truck & Rod Car Show on June 4, 2022 is:

Original or Restored 1941 and Older Cars