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RUMBLESHEET

VOLUME 36 • NUMBER 6

JUNE, 2007

Don't let gas prices keep you...



...from having fun in your V-8

INSIDE...

- Club Activities- Garage tour, Spring tour
- Winona Tour Review
- Junk Yard Tour Review
- Warren's Car, by George Webinger



TWIN CITIES REGIONAL GROUP INFORMATION

The Rumble Sheet is the official publication of the Twin Cities Regional Group #46 (TCRG) of the Early Ford V-8 Club of America and is sent to all current members and advertisers. TCRG is chartered by the Early Ford V-8 Club of America, and is a non-profit corporation in the state of Minnesota, dedicated to the preservation of Ford motor vehicles and related historical materials from the era of flathead V-8 engines, including all Fords, Mercurys and Lincolns so equipped from 1932 through 1953.

Club Address

PO Box 20236, Minneapolis, MN 55420.



(10/06)

Meetings

Membership meetings of the TCRG are held at 7:30 on the first Wednesday of almost every month at a site announced in the Rumble Sheet. Change in time or location will also be announced in the Rumble Sheet.

Membership

Membership dues for the TCRG are \$15.00 per calendar year. Membership in the Early Ford V8 Club of America (the national club) is a membership requirement of the Twin Cities Regional Group.

Submitting material

Please send all materials for publication to Mark Crichton, 19072 Magenta Bay, Eden Prairie, MN 55347; e-mail to mark.m.crichton@pmusa.com. Rumble Sheet material deadline is the 15th of the month. E-mail body content (not attachment) is preferred.

Advertising

Classified ads are free to TCRG members, and will run for three consecutive months. Display ads (business card size) will run for 12 issues at a cost of \$30. Check under ad for last scheduled appearance.

Website

TCRG can be visited online at www.tcrvg8club.org

Twin Cities Regional Group 2007 Board of Directors

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Sunshine Lady	Jean Shuck	952-888-7191
Archives	Jerry Felton	952-873-6754
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TCRG Activities

Sunday, June 3, 2007, 10AM to 3 PM

ALL FORD PICNIC, 10AM to 3PM, St Paul Assembly plant, MAKE ICE! Also, thanks to all of those who signed up to work. Call Mark at 612-801-3620 if your forgot your time.

Wednesday, June 6, 7:00 PM

MEMBERSHIP MEETING @ Broadway Pizza, 2025 NW River Road, Mpls 55401 Note the earlier time. Dinner is \$9.50. See Gary's Activities Update.

Saturday, June 9, 10:00 AM

GARAGE TOUR, west side of the Twin Cities, Begins at Ron Christensen's home in Mound. See Gary's write-up on page 8.

Wednesday, June 20, 7:00 PM

Combination TICKET CUTTING PARTY and BOARD MEETING, Environments, Inc., 13600 County Road 62, Minnetonka. From I-494, exit at Hwy 62 Crosstown and go west less than a half mile. First driveway on the right after Baker Road.

Thursday, June 21, 9:00ish

GEEZER BREAKFAST, Country Kitchen, 42nd and Winnetka, New Hope, Thanks Vern Halvorson for setting it up!

June 22 through 24th

MSRA BACK TO THE 50's WEEKEND, State Fairgrounds, Pot Luck supper, 5:30 Saturday Night, details in Gary's Activities Update

July 16 through 19th

CENTRAL NATIONAL MEET, Winona, MN, some updates on page 9, Full info and schedule on the TCRG website

July 28th, 10:00 AM to 4:00 PM

NORTH COUNTRY FORD SHOW, 10401 Woodcrest Dr., Coon Rapids, MN 55433, (along Hwy 10), Food Fun Prizes, Sponsored by Midwest T-Birds

August 9 through 12th, 2007

DEUCE AT 75- BRINGING IT HOME Dearborn, MI. For all Early V-8 members who want to celebrate the anniversary of the flathead V-8. Check out the link below or call Bruce Nelson with questions.

<http://www.deuce75.com/index.html>

August 12, 10:00 AM to 4:00 PM

NEW BRIGHTON STOCKYARD DAYS, New Brighton, MN- TCRG-sponsored Car Show and Swap Meet

September 5th to 9th, 2007

MOTORFEST III, Auburn, IN, complete details found on the EFV8CA website, of contact Bruce Nelson

Activities Update

We will have our June Membership meeting at Broadway Pizza at 7PM for a pizza party and meeting. The address is 2025 NW River Road, Mpls 55401. It is on the corner of Broadway and West River Road. The cost is the same as last year \$9.50 per person and that includes tax and gratuity. Note the early start 7PM. This is our last official meeting before the National Meet in July so please try to attend. All activities are closing in fast.

Remember our potluck dinner at Back To The 50's on Saturday June 23 at 5:30PM. Bring some kind of dish, desert, or whatever to pass around. We will be in our tent, on the grass, west of Underwood St. and north of Randall Ave. The All Ford Picnic is Sunday June 3, 2007 and Pat Minor will be collecting items for the auction that will be held at the National Meet in Winona. If you have something to donate that would be a good time to unload it. Thank you. Gary Rosenberger

TCRG Chatterbox

- **Tragic Loss:** It is with a sad heart we report that Douglass Bradford, son of Dennis and Dorace Bradford passed away tragically in a car accident early Friday morning, May 25, 2007. The Club sends its thoughts and prayers to Dennis, Dorace and the Bradford family.
- **Cover Photo:** TCRG Member Gary Rosenberger demonstrating the proper supplies to carry in your trunk during a tour.
- **Ticket Cutting Party:** On June 20, we will be having a combination Board Mtg/Cutting Party at Environments, Inc. Club members are invited to help with the "busy work" as we prepare for a great Meet in July.

Happy Birthday!

June 10	Gary Weyrauch
June 18	Carol Pantsari
June 21	Barb Kelly
June 24	Roger Wothe
June 26	Claire and Olivia Minor
June 30	Gisela Sorvig

New Members

Welcome to the Club!

Eric and Karin Julien

700 Holland Lane

Spring Lake Park, MN 55432

Small Parts Restoration

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Dennis 715-549-6167
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(2/07)

From the Prez

The Great River Rendezvous, also known as the Central National Meet, is progressing nicely. Registrations already exceed 180 cars, the one boat cruise has developed into three, and registrations have been cut off for the boat rides, the tours and the banquet. You can still register for the concourse judging, however.

The Spring Tour to Winona on May 19* and 20th was a lot of fun. We drove the tour routes for the National Meet, calculating mileage and minutes for each route so the participants will be able to get to their destinations at the right times. These tours will be fantastic! It is like driving in the mountains. We also got information about the hotel layout, room capacities and meeting locations. This is getting exciting! Work assignment sheets should be available at the next meeting, so be prepared to pick your spot(s) to work.

Our garage tour on Saturday, May 12, was a lot of fun and very interesting. Dennis and Dorace Bradford have a beautiful place near Somerset, WI. The view from their deck is breathtaking and the shop is every man's dream.

The log home of Mike and Vivian Timmerman in on Forest Lake is beautiful with its rustic interior and marvelous landscaping. We went on pontoon boat rides, kicked a few fire truck tires and took a few pictures. The turnout was disappointing, but those who attended had a great day.

We hope to see all of you at the All Ford Picnic on June 3rd.

Duane Shuck

Warren's Car, Part 1

1st of three parts of a story submitted by Duane Shuck on his 35 Cabriolet originally published in the July '84 Rumble Sheet

1935 Cabriolet, by George Webinger

One imagines it was a stifling hot day on July 25, 1935 when Warren Girtin took delivery of his new Ford from the local dealer, Housenick Motor Co., which at that time was located at the intersection of Main and East Streets not far from the center of downtown Bloomsberg, in eastern Pennsylvania. It was a Gunmetal Grey Cabriolet and he had admired the car often through the large plate glass window of the showroom floor. Despite the severe conditions of the Depression, Warren had been able to hang onto his caretaker's job at the fairgrounds and had saved enough to make a down payment on the car. The economy was on the upswing after bottoming out in the later part of 1932 and 1933. He probably rationalized that things were looking brighter and it was near the end of the model year and perhaps a good time to make "the big move"

Warren used the car daily on his chores around the fairgrounds but kept it stored safely away in one of the maintenance buildings when not in use. Unfortunately he found the rumble seat which came as standard equipment on the car ill-equipped to handle the hauling chores, which he found so often necessary in his day-to-day work. The bottom cushion was thus removed to make a more suitable loading space and stored in the same maintenance shed as the car. Its simple installation made it an easy task

to reinsert the seat when necessary for carrying additional passengers,

It was nearly one year and nine months to the day, March 26, 1937 when Warren made the last payment on his car and finally took title to it. And it was shortly thereafter when he almost lost it again, A fire had started in the storage shed where the Cabriolet was parked. He was able to save the car but unable to reenter the building to salvage much else, including the lower rumble seat cushion, which was consumed by the flames.

During the war years, though its use was more intermittent, the car continued to serve well. But the mileage was piling up on the old flathead which had seen so many days plying both the good and bad roads of Pennsylvania and the dirt pathways of the fairgrounds. It wasn't too many years after war's end that the decision was made to replace the worn original 85 horse engine with a new factory rebuilt 59-AB shortblock. With this new powerplant, the addition of some

post-war accessories tube type shock absorbers and brackets, some minor bodywork on the fenders, and a set of turn signals necessitated by the state's recently enacted mandatory turn signal law. Warren had a car which he felt would give more than a few additional years of good service.

Time of course, takes a toll on both man and machine, and in December of 1979, through an ad in Hemmings Motor News, the car was finally sold. The new owner brought the little Cabriolet to Minneapolis. After 44 years it left Warren Girtin for a new home.



SPRING TOUR TO WINONA

The TCRG spring tour took us to Winona to check out the area. We met Saturday morning and headed down Hy 52. There were the Rosenbergers, Shucks, Longs, Tabakos, Gilberts, Hellings, Bloods, and Mark Crichton. We met the Gillies and Ditmansons in Winona, and the Weyrauchs some where in between. Our round trip took us down Hy 61 to Lake City, and then we headed inland for some back roads driving. You can be driving along through the farm land and then drop down into a valley and some of the greatest scenery of this region.

We arrived in Winona at 11:45, where we met for lunch at the Green Mill. Heidi Eldridge from the Winona Visitor Center, joined us for lunch and gave us a update on information the city will provide us for the National Meet. Winona has really opened their arms up for our group to make our meet a success. Then Mark Crichton showed us the badges and tickets he is working on for the meet.

After lunch we drove to Pickwick, a small town up a small creek. In 1858 Pickwick mill was built and it has been restored with a replica of the original water wheel. When I called to set up a tour they did not tell me if we had 20 people for the tour they would start the mill and put it in full operation. This was a real treat as we got to see the small amount of water needed to turn the 20 foot wheel and make all the machinery work. In its hay day the farmers

would be lined up for miles to drop off their wheat. During the Civil War the mill supplied the flour for the Union troops. That is one of the reasons we won the war, we had the best bread. The mill closed in 1978, and was ready for destruction, when a group of people came to the rescue. Just like restoring an old car, it all came together with a little sweat and money.

A tour up the Pickwick valley, and we ended up at Garvin Heights overlook. Five hundred feet above the city, and you can see for 20 miles up and down the river valley. For supper we went to Jefferson's Pub and Grill in an old warehouse. This was the warehouse where Dennis Carney's dad used to work when it was still a warehouse. After

supper we took a ride across the river and we drove across the Old Wagon Bridge built in 1892 and was used until the early 1960,s. Later on we drove up to Fountain City and headed up the hill for a back roads tour. I forgot to fill up the Merc with gas and I had about five gallons left in the tank. We got about 480 feet up the 500 foot hill when the gas went to the back of the tank and the Merc stopped. I rolled back and turned around and headed down hill and took a different route. We drove all through the valley and when we went to exit the north end of the valley the Merc stopped again. I got out and put 2 gallons of gas I had in the trunk so we could get out of the valley.

Sunday after breakfast we headed back to Fountain City and took another route. We found a switch back and each valley we entered



was prettier than the one before it. Valley after valley and rolling hills, farms and small towns. Finally we came into Alma and stopped at Buena Vista Park overlooking Lock and Dam #4 five-hundred feet below. This is a must see on the list of things to do.

Then we were off to Nelson and there we crossed over the Mississippi river. In Wabasha we had lunch at the D.Q. After lunch we stopped at the Lark Toy Store and looked at the toys. By then we were down to four couples and we headed for home. Gas was at a all time high \$3.25 a gallon. I only spent one hundred twenty dollars on gas for the weekend. I am just thankful we can buy gas at a reasonable price. Gary Rosenberger



Great Meet destination: Garvin Heights



Gary R., Duane S., & Gordie D. ensuring a really great tour route for the Meet

Merc Starting Problem Solved!

It only took 3 plus years to solve the problem, but now what a difference! For years, I had misdiagnosed my Merc starting problem to choke misadjustment. The other day, when installing new points, condenser, and rotor, I noticed a frayed wire coming up from below the distributor plate. It turned out to be the Primary Wire Assembly which makes the connection within the distributor from the Coil positive side to the Condenser side of the points.

Evidently, the insulation on the Primary Wire was either rubbing on the plate as it advanced or came in contact with the spinning distributor shaft. Without insulation, the bare wire came in contact with other metal parts in the distributor.

Since many TCRG members have witnessed over the years my Merc not starting on first pop, have they always known what the problem was but held back to test my technical expertise? Did they laugh behind my back? Has anyone else experienced this problem?

Tom Halfpenny

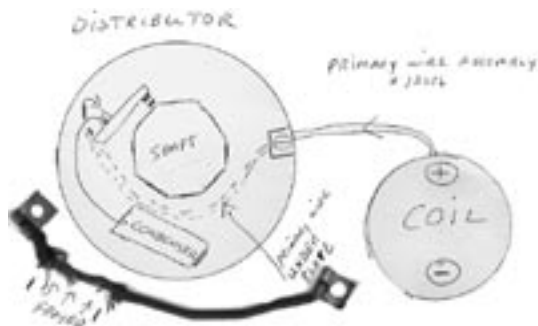


Diagram of Tom's frayed wire problem

The Junk Yard Tour was a good time as always!

A number of TCRG members made the annual trek for French Lake Auto Parts on Saturday, April 28. The weather was terrific, and quite a few members showed up for breakfast. It was particularly neat to see the young people. John Titus had a car full, and Dan Gordon with his son Tyler with a “mission” to remove a battery tray. Below are some pictures from the event:



The annual Perkins group picture



Bill Gillies: Just one more screw...



Dan & Tyler Gordon removing a battery tray



Bruce N. (with an audience) attacking a '49

June Garage Tour Planned

On Saturday June 9th, 2007, we will take a garage tour at the home of Ron Christensen, in Mound MN. The tour will start at 10 AM at Ron's home. The address is 6700 West Branch Road, Mound MN. To get there from the west suburbs take I 494 and go west on Hy 12 through Long Lake to County Rd 6. Go left on County Road 6 till you get to County Road 110. At 110 go south to West Branch Road. Turn right and look for 6700 on the right side of the road. After we see Ron's collection we will tour

over to Cliff Hellings, a short distance away, and see what he is working on. Then a stop for lunch at a local restaurant. After lunch we will tour over to Bob Hurners close by to see his collection.

If you would like to join us, we meet at Ron's at 10 AM. I would just like to thank Dennis and Dorace Bradford, and Mike and Vivian Timmermans for hosting last months garage tour. We had a great time and the weather was perfect. Any problems call my cell phone 651-470-5992. See you there. Thank You, Gary Rosenberger

MEETING MINUTES

The May Membership meeting was held May 2nd at Environments Inc, South Campus. Duane conducted the normal business, including treasurers, secretary's, editor's and membership update. Upcoming events were also discussed, such as the Garage Tours, All Ford Picnic. Mark and Mary reviewed the progress of the Central National Meet.

Once the business portion of the meeting was completed, members were treated to a great discussion on judging, led by National Meet Concourse Lead, Bill Blood. He reviewed the judging form with the members, and entertained questions, but then went out and actually judged Gary Rosenberger's '51 Merc and a demonstration. Thanks, Bill! TCRG members all seemed to enjoy the meeting. Below are a couple pictures from the meeting.



Bill Blood leading the judging seminal as Duane Shuck and Mike Wyman look on



Demonstrating a "real" point judging on Gary's Merc (and some tire kicking thrown in for fun!)

Wanted: Meet Booklet Car Pictures!

I'm working on the Winona Meet booklet which will have a few pages of TCRG vehicle photos in blazing color. If you'd like to participate, here's what I need: color photos of you and your car, or just your car. If you have more than one car, send pix of them all. Prints or digital will work, digital preferred. Send to V83756@comcast.net, mail to 232 Pendryn Hill Bay, Woodbury, MN 55125, or just hand them to me. Prints will be returned unscathed. I already have a lot of TCRG member's cars - check with me first if you want to. Let's show a good representation of what we love and enjoy. (We're talking vehicles here). July 1 would be a good deadline. Thanks! Ron L.

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For Sale

Classified ads are free to TCRG members, and will run for three consecutive months

- 1950 Ford 4 door sedan flathead V-8 with overdrive. Good condition. Color-red. Car was driven 5 years ago and then donated to Hennepin Tech. Purchaser will be making a donation to Hennepin Tech. Call Tom Halfpenny for details. 651-738-0838
- 1948 Mercury Coupe with Chevelle clip, 12 bolt rear end, all parts epoxy primed, 350 eng / 350 trans, MN title and plates, all the hard work done, must sell due to health, \$5,500 or best offer, Dick Tempel, 651-776-2197
- 1964 Lincoln Continental Fordor, 460 land cruiser., Light blue in nice shape, always garaged, completely original car with all chrome, good tires, no dents or rust. Yes, this has the suicide doors and the 5-body trunk. Selling for my brother \$5,500 to V-8 members. John Titus 507-744-2770 (H) or 507-444-4612 (W)
- 1932 Deluxe coupe & sport coupe bodies. Parts: Chassis, frames, front and rear ends, cross members, fenders, frame horn covers, Running boards, grilles, hoods, deck lids, dashes, gas tanks, window garnish moldings, spare tire carriers, wheels, headlights and bars, radios, flatheads and engine parts, transmissions, etc. 40 year collection. E-Mail your needs to: brucededeuce@usfamily.net or call Bruce Kolby 651 341 0361. (9/06)

French Lake Auto Parts
"Junktown U.S.A."

3531 Cty. Rd. 3 N.W. Annandale, MN 55302

e-mail: fap@tdlink.net

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(10/06) 10

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garybob@charter.net

(10/06)

The following ads are from Gary Nielsen of GEM Classic Auto, Contact Gary at (320) 235-3935 or (320) 894-8685, or via e-mail at: garybob@charter.net.

- Ford 8N tractor with small back blade. Mechanically sound-tires good-12 volt conversion \$2500. Gary Nielsen, GEM Classic Auto
- 1977 GMC 1 ton van. Great swap meet vehicle-runs well. \$450 obo. Gary Nielsen, GEM Classic Auto
- 1923 Fordson tractor on steel. Complete, with add on brake. Engine free. \$1500. Gary Nielsen, GEM Classic Auto
- 1946 Ford Conoco gas truck. Body is good. Engine soaking but stuck (6 cylinder) \$2300 OBO. Gary Nielsen, GEM Classic Auto
- 1949 Ford F-5 V-8 (stuck). Great body and tires with hoist, no box. \$1800. Gary Nielsen, GEM Classic Auto



- 1934 Ford Deluxe tudor, All steel body off correct restoration, dearborn blue, creme stripe and wheels, wws, beauty rings, dog, very nice woodgraining, need nothing ready to enjoy.
- 1939 Ford Deluxe Convertible, All steel, body-off correct restoration of California never rusty car, light yellow, black top, brown leather, killer woodgraining, red wheels, wws radials with caps and beauty rings, fresh (100 miles) H&H dressed and polished flathead, 12v, one of the best in the country.
- 1936 Ford Deluxe Roadster, All steel, body-off restoration, black, radio, heater, WWS, spyders, beauty rings, dual 97's, dual exhaust, accessory under-dash ash tray, curtains, dual sport lights, Columbia two speed rear
- 1932 Ford Deluxe roadster, All steel, correct body-off restoration, dark green with black fenders, WWS, beauty rings, steel spare cover, 25 louver hood, Zepher gears in trans
- 1936 Ford Deluxe Roadster, All Steel, Restored, red, Lebaron bonney leather, tan top, cream stripe, correct flathead with Mallory ign., dual 97's, chrome headers and Smittys, radio, heater, turn signals, WWS, beauty rings, spyders, banjo steering wheel, killer rare pines front trim, Columbia rear end
- 1939 Ford Deluxe Coupe, All steel restoration, Vermillion Red, correct interior, 35K real miles, built 59A, 12V, skirts, flipper caps, mild lowering, WWS radials, great 50's look

- 1948 Ford Super Deluxe coupe, Body-off resto, killer straight black, wws radials, red wheels, dressed tri power 59A, Neat.
- 1940 Ford Deluxe Opera Coupe. All steel, body-off correct restoration, lite turq-blue paint, L/B correct interior, wws, inner and outer beauty rings, grill guard, wing tips, fogs, spotlight, radio, heater. Super nice.
- 1950 Ford DeLuxe Club Coupe. All steel, mild custom, Maroon, nosed, decked, handles, '54 Pontiac grill, frenched head and tail lights, maroon/cream tuck-and-roll interior and trunk, power Cad seats, wws, Cad caps, '51 Merc skirts, new flathead, duals, overdrive, everything new or rebuilt.

See all of BJ's cars at: www.jmacsautos

Wanted

- Intake and exhaust valve rocker arm assemblies for '47 Ford V-8. Must be NOS, mint, or better. Call for a several trade options or refer to April's Rumble Sheet. Tim Anderson 763-493-4655
- 1952 to 54 Ford passenger car rear axle assembly or center section with the ring and pinion gears. Preferably without the 3.31 ratio, all others are okay. Also, looking for a '52 - '53 steering sector gear box. Robert Hestness 612-724-9268 (5/07)
- Good used radiator for a '39 Ford pickup, also two good 6.50 6 or 8-ply tires and inner tubes, Keith Hillstrom, 651-628-9148 (2/07)
- Ford hand tools to make up a tool kit. Monkey wrench, Box wrench, screwdriver, small open-end wrenches. Harvey Oberg, 651-739-9754
- 1932 thru 1940 Ford Roadster, Cabriolet, 3 and 5 window Coupes. Steel only. Prefer restored, well-maintained. Slight modifications OK. "Don't need to talk to my wife or banker to do a deal". Call me. BJ 952-941-2918 "Here's your opportunity to lay old BJ away".



Twin Cities Regional Group
Early Ford V8 Club of America
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Minneapolis, MN 55420