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RUMBLESHEET

VOLUME 35 • NUMBER 9

SEPTEMBER, 2006



Raindrops keep falling on my head...

INSIDE...

- Club Activities
- A Wet New Brighton Recap
- Dobie's Trip to Auburn
- Member Profile: Dan Gordon



TWIN CITIES REGIONAL GROUP INFORMATION

The Rumble Sheet is the official publication of the Twin Cities Regional Group #46 (TCRG) of the Early Ford V8 Club of America and is sent to all current members and advertisers. TCRG is chartered by the Early Ford V8 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 V8 engines, including all Fords, Mercurys and Lincolns so equipped from 1932 through 1953.

Club Address

PO Box 20236, Minneapolis, MN 55420.



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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 2006 Board of Directors

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TCRG Activities

Wednesday, September 6

Membership meeting; Cruise to Broadway Pizza, 2025 NW River Road, in Mpls. See President Duane's Message on more details on where to meet. As an FYI, the price to eat at Broadway is \$9.50 per person, including tax and gratuity. The cruise begins at 6:15, ending up at Broadway Pizza at 7PM.

Wednesday, September 13, 7:00 PM

Board Meeting at Kent and Cathy Tabako's Home, 160 105th Lane NW, Coon Rapids

Saturday, September 9, 10AM to 4PM

32nd Annual James J. Hill Days in Wayzata, including *car show* and plenty of fun things to enjoy for the whole family. Please see Roger Wothe's write-up on page 9 of this Rumble Sheet for all of the details.

Wednesday, September 20, 7:00 PM

Central National Meet Committee meeting, Mark Crichton's office, 1700 West 82nd Street, Suite 125, Bloomington, MN 55431. Call Mark or Bill Gillies if you would like to attend.

Thursday, September 21, 2006

Geezer Breakfast, Curran's Family Restaurant, 4201 Nicollet Ave., Mpls, 55409, Phone 612-822-5327. "A couple blocks west of 35W on Nicollet" Thanks Bill Blood for setting it up!

Wednesday, October 4, 7:30 PM

Membership meeting. Bill Blood plans to conduct a technical seminar on carburetors. The meeting will be held at **Environments, Inc., 5700 Baker Road, Minnetonka**. From I-494, exit at Hwy 62 Crosstown and go west to first stoplight (Baker Road/CR 60). Turn right (go north) and follow Baker Road about a half mile or so. Environments, Inc. will be on the left (west) side of the road; the sign is next to the driveway. Follow the driveway down the hill, around to the last parking lot. Park, and

follow the long walkway into the lower level of the building.

President's Message

The August picnic meeting was another success. The weather was great and the food was wonderful. We also found out more details on the 2007 National Meet. It sounds as though everything is in order and moving along nicely. The Committee will be asking for help from the general membership as they need it. Be ready to volunteer.

Those of you who did not make the tour to Chippewa Falls missed a great weekend. Gary Rosenberger (with help from Ron Goette) set up a wonderful tour route to get to Paul and Joanne Oman's "malt shop" and car display. Thanks to Paul and Joanne for the burgers, fries and pop, and for the open garages full of cars in various stages of restoration. The Saturday night tour and the Sunday show and swap meet were great. Thanks, again to all who helped and to those who participated.

Our September meeting will be held at Broadway Pizza, 2025 NW River Road, in Minneapolis. For those who live on the south side of the metro area and would like to "tour" to the meeting, I have set up a simple route along West River Road. We will meet at the Lock & Dam #1 parking lot near the Ford Bridge at 6:15pm and leave at 6:30pm to travel to Broadway Pizza. To get to the starting point, take Minnehaha Ave to E 46th Street, turn east to 46th Ave S, Turn south (rt) one block to Godfrey Parkway, turn east under the Ford Bridge. The Lock & Dam parking lot is about one block on the right.

Hope to see all of you there.

Duane Shuck

TCRG Chatterbox

- The Club was saddened to hear Bruce Nelson's father Norman Nelson passed away Tuesday, August 15. Keep Bruce in your prayers.
- In case you didn't realize, that beautiful Lincoln Continental on the cover of the V8 Times is TCRG member Harvey Oberg's car. Great article too about the Oberg's, "Lincoln" experiences.
- The 1933-34 Ford Restoration Book compiled by TCRG members Cliff Helling and Ron Long is now completed and available. Be sure to reserve yourself a copy (maybe two, one to use in the garage, and one to get Ron and Cliff's autographs).
- For those looking for a Chippewa Falls Tour recap, it will be featured next month because I didn't have room to give Gary's words and Ron's pics the proper justice.- Editor

New Members

Welcome to the Club!!

**Bruce & Kim Kolby
37081 Little Oak Lane
North Branch, MN 55056**

Bruce and Kim have a 32 Deluxe 3W Coupe.

Happy Birthday!

September 7	Kent Tabako
September 8	Barb Wothe
September 12	Ann Braun
September 17	Vivian Timmermans
September 19	James Kilau
September 23	Larry Pantsari
September 25	Marilyn Zimmerman
September 26	Mike Timmermans
September 28	Sandy Rosenberger

Meeting Minutes

The TCRG August Membership meeting was our annual Club Picnic held August 2, 2006 at Environments, Inc. Thanks to Roger Wothe for his usual fine hospitality and use of the facilities. The weather was great and we had a fine turnout. Below are a few pictures from the meeting. Once everyone had enough to eat, President Duane Shuck called the meeting to order and conducted the business.



**Top: Members enjoying TCRG camaraderie
Bottom: Jerry Felton grillin' and chillin'**

NEW BRIGHTON STOCKYARD DAYS 2006

Well, it was our 20th year, and to have one completely bad day in 20 years --- well, I'll take it. Its better odds than the lottery scratch offs!

First let me thank all those that showed up to help. You were great! We had 102 cars come through the gate, and 14 swappers (could have had one more – right Howie), and of those 102, 96 registered. Once the rain came, it really put a damper on the show. We had 56 car owner ballots turned in, so we awarded the plaques at around 12:30 when the rain seemed to stop. By the time we were announcing the winners for Class 8, it started again.

Both the V-8'ers and the T-bird'ers helped close it all down, and it only took about

2 days to get everything dry. The real good news is that we had enough cars, swappers, and spectators to pay the bills. Each organization will be getting something back.....about enough to buy 2 cases of beer. BUT, we made it work --- again.

I can not say enough about those that volunteered, helped, and likely got a bit wet. THANK YOU. As you may now know, I did have several things on my mind that weekend (the car show, the Mustang raffle, and my dad's health), and I appreciate all your support on a rather damp day.

So, we will regroup, dry out, and plan for August 12, 2007. Same time, same place, and better weather! Bruce Nelson



Clockwise from Top-Left: Great day for a boat, opps, car show; BJ and Tim A. on the morning shift; Denny's "new" '49 Ford ready for '07 Central National Meet (Really nice car, Denny); Bill B. and Donna D. handling registrations with the usual smiles!

A TRIP TO AUBURN MOTORFEST II

Mary and I spent a week (July 24- 30) in Auburn, Indiana going to museums and getting our fill of cars. We spent Wed at the Auburn, Cord, Dusenberg Museum and had the most enjoyable time visiting with Mr. Meyers, a 94-year-old former employee of Auburn car manufacturer, E. L. Cord. He pointed out a museum Display picture taken in 1929 of the Auburn assembly line with him at work. He still has his last check issued in 1929. He told of meeting and touring with Jay Leno and how Jay keeps in touch with him, sending him articles and postcards. He said, " I think I have something he wants." The ACD Museum is housed in a beautiful art deco styled building restored as it was for E.L.Cord headquarters, and the cars are spectacular.

The National Automotive & Truck Museum was in back of the ACD building and while it was interesting it didn't take a lot of time. There is the Wankle powered Mustang displayed along with all the articles written about it at the time. Also, there was a diesel truck that set a speed record at Bonneville of 200 MPH (if I remember correctly).

Thursday was a trip to South Bend, IN to the New Studebaker Museum. We rode with Bruce Nelson & Mary Hyberg in Bruce's '49 Ford. The Museum is very nice and also covers Oliver Farm implements starting with the first good plow invented and patented before John Deere. Deere had to pay royalties to Oliver

for the use of his design. The Studebaker brothers started with wagons and wheelbarrows and later automobiles. They also collected carriages. Including two that two Presidents had taken their last ride in, Lincoln to the play and McKinley to the train station. U. S. Grant's presidential carriage was there too.

We had lunch at Tippecanoe Place Restaurant, Clement Studebaker's former home. Built in the late 1800's to the tune of \$250,000, it had 26,000 square feet, 40 rooms and 20 fireplaces. After lunch we toured the Oliver Mansion, Copshaholm, built in 1895.



Lobby of the Studebaker Museum

It has 12,000 square feet, 14 fireplaces and all the original furnishings of the Oliver's. The house stayed in the family and the grandchildren gave it to the state at the death of their parents with the condition that two housemaids could

stay and work as long as they wanted. We also visited a workers house furnished to reflect life in the thirties. A vast difference between the residence of the factory owner and the worker.

Friday's Tour was to Lima, Ohio to see the Ford Engine Plant. The parking lot had a bunch of new Fords, Mercury's and Lincolns to try on for size. And all the Fords joined that display for the morning break for the workers. After lunch and a safety movie, we toured the facility. By the time our group got to go everyone was on break again, so not much was happening. We did get to see a machine screwing

spark plugs into an engine. We also saw intake manifolds being machined and drilled from raw casting to finished product.

After we returned to Auburn, Mary and I were walking across the street from the HQ hotel to our hotel when this pickup with camper in tow pulled into the parking lot. Mike and Vivian Timmerman hopped out so now the Minnesota group was six. Lucky for us as we immediately loaded Mike's trailer with all the things Bruce had scrounged from the eastern Meet. Our MN contingent had dinner then to a car show on the town square.

Saturday, we toured to the Garrett Historical Railroad Museum, a 1901 freight house. In the basement was an HO train layout that filled the downstairs. It was computer controlled with plug in throttle controls. The operator had 30 seconds to unplug and move to the next plug in or the computer would stop the train. Our operator was a little overwhelmed with the number of people crowded in such a small area. I hung around 'till it thinned out a little and the operator was going to bring a long freight out of the staging area onto the layout. The train disappeared through a hole in the wall and the operator unplugged and moved to the next plug in. He was explaining the LED lights on his throttle control when freight cars started falling on the floor. I left before things got resolved as I could see pieces of cars on the floor. The historical museum was a bust, but out front the tracks were very busy with real trains and engines switching cars to make a new train.

From there we traveled to Kendallville, IN and the Mid-America Windmill Museum. That was interesting. I never saw so many windmills, some turning some not. There was a display in a 1800's barn explaining how the

windmills protected themselves in a strong wind. Some turned out of the wind, while others folded up their vanes for less exposure to the wind, and reopened when the wind died down. In a farm like setting with two hills, there were 50 turning windmills with placards telling the maker and information about type. It was great to walk around the working windmills hearing their chatter.

Saturday night was the banquet at Kruse Automotive and Carriage Museum and WWII Victory Museum rotunda. What a huge place! There was every kind of wheeled vehicle that ever moved in WWII displayed there. Unbelievable! We had dinner, a little entertainment and an auction. Mary and I plugged our 2007 TCRG Meet. On our way out after dinner we saw some reenactment WWII guys playing outside in the heat and humidity, I guess having not been in the military, it might provide some entertainment. For me, having been an MP in the Army for real in the heat and humidity in the Far East, I would not want any part of doing it again real or make-believe.

Sunday AM, we hit the road for home. We stopped in Galena, IL and toured U.S. Grant's Home. We drove around town a bit. It is very interesting! But it was about 113 heat index degrees. We continued home arriving around 9:30PM.

We were glad we had driven Mary's VW with Air-conditioning as it was HOT and Humid the whole tour! And after having driven the Mercury to Texas in the heat in April we were not ready for another round of extreme discomfort.

Dobie

CLUB MEMBER PROFILE

Member: Dan Gordon

City / State: Plymouth MN

Years as a Club Member: 1

Antique / Classic Vehicles Owned: '47 Ford Super Deluxe, '68 Olds Cutlass Supreme, '72 Dodge Coronet

A unique or interesting story about your car:

I searched the internet for about 8 months looking for 46-48 Fords and finally found the car in Eagan. I purchased it in April 2003 and was set to take it to the Back to the 50s in June. The car had been a little difficult to start. In late May I started it, the car ran for 3 minutes and died. It would not start again for a few hours. Tried to restart and the same thing happened over and over. I spent the next weekends rebuilding the carburetor, replacing the coil and condenser, replacing wiring but nothing changed. Finally on July 4th weekend I pulled the fan took out the distributor and found one of the points was almost closed. I gapped the points, put it back together, it fired on the second revolution and has started great ever since. Needless to say I missed the Back to the 50s.

What is behind your passion for cars?

My dad was a mechanic in the Air Force and as we were transferred from place to place he would buy a car fix it up and then sell it when we were to leave. I remember the '50 Shoebox, '53 Crestline, two '52 Buick Rivera's, and a '54 Chevy we had overseas. Many nights I found myself holding up a flashlight on the street as he tried to repair something that had gone wrong.

What can you tell us about your family?

Married to Cindy, daughter Kelly 17 and son Tyler 14. Kids love to go to the MSRA Back to the 50s. Each brings a friend for the opening Friday and we have a nice full car. On Saturday or Sunday just Tyler and I go and we take photographs of all the 46-48s we can find.

What do / did you do for a living? Work for General Mills as a Sr. Technical Manager in the Yoplait Division.

Biggest non-Family, non-V8 passion:

On the off season I build PCs and do a little amateur astronomy. I have also built a couple telescopes.

The car you always wanted or wished you never sold:

Would some day like to have a '62 or '63 T-bird.

Something about you that TCRG

Members may not know: I went to Penn State and am passionate about Nittany Lion Football.

Philosophy about life: Always have liked the George Bernhard Shaw saying "Some men see things as they are and ask why. Others dream things that never were and ask why not"



Dan's '47 Ford Super Deluxe at the Ford Picnic

Here are Bruce Burrow's quiz answers from the August Rumble Sheet:

1. Dodge
2. Dodge
3. Harry S. Truman
4. Hudson
5. Jan 5, 1914, \$5 for 8 hour workday
6. 1956
7. Don Sears, owner of Sears Imports, Minnetonka
8. China
9. 1916
10. 1963

James J. Hill Days

TCRG Members:

On Saturday, September 9, 2006, Wayzata will be celebrating its Thirty Second Annual James J. Hill Days. The weekend festivities will include a Food Fair, Carnival, Arts and Crafts Fair, Sidewalk Sales, Steamboat Minnehaha Tours, a Pig Roast, Passenger Train Rides, and many other activities including a Vintage Car Display from 10:00 AM to 4:00 PM at the **south parking lot of the Wayzata Bay Center.**

You are cordially invited to bring your V-8 to the 32nd J. J. Hill Days Celebration. Many of you will remember the show we had two years ago during Wayzata's 150th Birthday and have asked if we would do it again. We had about seventy great cars and trucks and would like to increase that to one hundred this year. This will be a "Show and Shine" event with no judging or trophies so here is your chance to get together with other vintage car enthusiasts and "kick the tires".

Please call, write, fax or email by September 5th – your name, year and make of your car or cars and a phone number or email address where you may be reached. Please arrive before 10:00 AM and follow the signs to the Lake Street entrance to the Wayzata Bay Center south parking lot. You will be directed to a **pre-assigned parking spot.** Feel free to contact me if you need directions. I also have a map I could send you over E-Mail.

Roger Wothe, 133 Grove Lane, Wayzata MN 55391-1618
952-473-3038 home, 952-473-0244 fax, 952-933-9981 office or rwothe@mchsi.com



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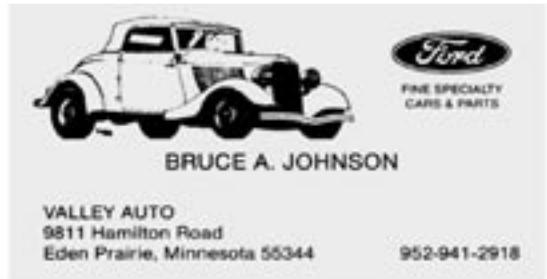
For Sale:

- 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: brucethedeuce@usfamily.net or call Bruce Kolby 651 341 0361. (9/06)
- 1936 Ford Deluxe 4-door Trunkback Touring Sedan, Rust free with very clean undercarriage. Columbia 2 speed rear axel, correct flathead V8 factory rebuilt engine with insert bearings. Nice original interior, directional lights, dual exhaust, HW heater, radio with FM, auxiliary electric fuel pump, tool set, WWSW, great brakes, black. Nice driver. One of the best. 22,420 miles. \$19,500. Tom Halfpenny, (651) 738-0838
- 51 Ford Victoria, solid, complete, disassembled for restoration, \$2000 OBO, Dan Seibert, 651-454-1905 (7/06)
- 1940 Ford Parts, both body and mechanical. Bill Blood 612-722-4172 (7/06)
- Ford 8N tractor with small back blade. Mechanically sound-tires good-12 volt conversion \$2500. Gary (320) 235-3935 or (320) 894-8685; e-mail garybob@charter.net. (6/06)
- 1977 GMC 1 ton van. Great swap meet vehicle-runs well. \$450 obo. Gary (320) 235-3935 or (320) 894-8685; e-mail garybob@charter.net. (6/06)
- 1923 Fordson tractor on steel. Complete,

with add on brake. Engine free. \$1500. Gary (320) 235-3935 or (320) 894-8685; e-mail garybob@charter.net. (6/06)

- 1934 Diamond T delivery. Classic features-needs love and TLC \$1400. Gary (320) 235-3935 or (320) 894-8685; e-mail garybob@charter.net. (6/06)
- 18 foot heavy duty (12" centers) full steel deck car trailer with tool box. 12,000 lb. Built to last. \$2100 Gary (320) 235-3935 or (320)894-8685; e-mail garybob@charter.net. (6/06)
- 1946 Ford Conoco gas truck. Body is good. Engine soaking but stuck (6 cylinder) \$2300 OBO. Gary (320) 235-3935 or (320) 894-8685; e-mail garybob@charter.net. (6/06)
- 1949 Ford F-5 V-8 (stuck). Great body and tires with hoist, no box. \$1800. Gary (320) 235-3935 or (320) 894-8685; e-mail garybob@charter.net. (6/06)

BJ's Corner



- 1936 Ford Deluxe Roadster, All steel, body-off restoration, black, radio, heater, WWSW, spyderys, 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, WWSW, beauty rings, steel spare cover, 25 louver hood, Zepher gears in trans

- 1934 Ford Deluxe 3 window coupe, all steel, Maroon with Black fenders, older restoration, late flathead, 12 volt system, WWSW, upgraded front suspension and steering, Really drives super!

- 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, WWSW, beauty rings, spyders, banjo steering wheel, killer rare pines front trim, Columbia rear end

- 1936 Ford Deluxe 3 Window Coupe, all steel body-off restoration, Washington blue, killer correct interior, radio, banjo wheel, WWSW, spyders, really a nice 3 window coupe.

- 1939 Ford Deluxe Coupe, All steel restoration, Vermillion Red, correct interior, 35K real miles, built 59A, 12V, skirts, flipper caps, mild lowering, WWSW radials, great 50's look

- 1940 Ford Standard Opera Coupe, very seldom seen model., all steel, body-off restoration, Maroon, L/B interior, correct flathead, wws, inner and outer beauty rings, dual cowl rear view mirrors, ready for touring this summer.

- 1940 Deluxe Opera Coupe, All steel, correct body-off restoration, Maroon, L/B interior, radio, correct heater with correct controls, wws radials, inner and outer beauty rings, fog lights, dual cowl mirrors, 59A flatmotor, 12v, Mallory electronic ign.

- 1935 Ford Deluxe 3 window Coupe, All steel, correct body-off restoration, tan, red stripe and wire wheels, wws, beauty rings, correct working radio, rumble seat, nice correct interior

- 1951 Mercury Convertible. All steel CA car, restored.

- 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 and ready for summer.

- 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.

All of BJ's For Sale cars can be viewed at: www.jmacsautos.com

Wanted

- Ford hand tools to make up a tool kit. Monkey wrench, Box wrench, screwdriver, small open-end wrenches. Harvey Oberg, 651-739-9754

- 1950 Ford Parking light housings and '50 Ford Crestliner Wheel Cover - need at least one. Also need any or all of the stainless side trim for a '62-66 Chev pickup with 8' box (I inherited the truck from my Uncle who bought it new) Francis Kalvoda, Willmar. 320-235-5777 or fjk@charter.net. (4/06)

- 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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