

Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

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Volume 53—Number 1—January 2024



Happy New Year!



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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 Company vehicles and related historical materials from the era of the flathead V-8 engines, including all Fords, Mercury's and Lincolns so equipped from 1932 through 1953.

Club Address

P.O. Box 20236, Minneapolis, MN 55420



Meetings Membership meetings of the TCRG are held at 7:00 p.m. on the first Wednesday of almost every month at a site announced in the Rumble Sheet. Change of time or site will also be announced in the Rumble Sheet.

Membership Membership dues for the TCRG are \$25 per calendar year. Membership in the Early Ford V-8 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 Bill Gillies, 1736 Crystal Ave., Arden Hills, MN 55112 or E-mail wlgillies48@gmail.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 appearance.

Website TCRG can be visited online at www.tcrgv8club.org

Twin Cities Regional Group 2022 Board of Directors

President	Kent Tabako	763-755-7535
Vice President	Bill Blood	
Secretary	Gary Rosenberger	651-451-2937
Treasurer	Bill Gay	651-645-9260
Editor	Bill Gillies	651-633-1564
Membership	Gordy Ditmanson	651-646-8103
Sunshine Lady	Cathy Tabako	763-755-7535
Archives	OPEN	
Media Director	Ron Long	651-714-2740
Webmaster	Lynn Erickson	320-396-2473
Current Board Members	Joel Bergstrom	651-631-0091
	Al Rehder	612-402-1047
	Mike Erickson	320-396-2473

Happy Birthday

January 1	Ron Long
January 1	Lynn Erickson
January 2	Dwight Maxa
January 15	Mary Helling
January 29	George Baker
January 30	Liz Long

GEEZER BREAKFAST 3rd Thursday of the Month

Louisiana Café
Selby and Dale Streets
9 AM



Mike Erickson's Thank you

TCRG presented Mike & Lynn Erickson a Ford Logo Clock & a communitive plaque made by Ron Long, Mike sends his thanks to the club.

January 2024 President's Message

Looking Ahead- Membership Meeting



NO JANUARY MEETING!

Happy New Year!

As you all know by now, Mike Erickson has passed the TCRG presidency on to me as of January 1, 2024

A bit of TCRG Mike history.

Mike was a new member when he accepted a term as vice president in 2017. And then in 2018.... he volunteered for one term as president when no one else stepped up. And then in 2019.... yup! Mike is like the Eveready Battery Man, he just keeps going, five more times! Thank you, Mike, you're awesome!

We have the same swell board of directors again this year with two additions. Vice president, Bill Blood and board member Al Rehder. We are looking forward to a fun and interesting year. We hope that you all will join us at the monthly evening membership meetings and the monthly breakfast meetings. We all enjoy hearing about what you are working on or looking for. Bring photos of your project, especially under construction photos! Join us on tours, your old Ford does not have to be restored or roadworthy, or maybe you haven't found one yet! You're welcome to drive your brand x or modern vehicle.

We're looking forward to seeing you at an activity or meeting!

Kent Tabako

A (Brief) Year in Review to accompany the Rumble Sheet covers.

January, February and March came with lousy weather. Snow and Snow. Poor driving conditions led to cancellations of board and member meetings. A high point—Mike decided he would lead us one more year! April and May were much better. The Rumble Sheet received Honorable Mention from the publication, Old Cars.

April—Mike and Lynn Erickson attended the 50th Texas Tour and returned with a 1st place award for 37-39 closed division.

May 21 was The Spring Kickoff—Hosted by Ian Hardgrave and Al Rehder at the Eagan Car Garages. About 40 members and many cars attended. The weather was great, the food cooked by Ian and his son was terrific. A great way to start the driving season. We are fortunate to have these two active busy hosts for the event.

In June, The 60th Ford V8 Grand National had Bruce Nelson and Mary Hyberg very busy chairing the event. 185 cars participated. Three Members came home with awards: Bruce Nelson received a medallion award for his '49 Ford, Bill Gillies received a Rouge award for his 1953 Ford. These are for original interiors and exteriors. Mike Erickson received a first in Touring Class. Plus on the weekend, Greenfield Village hosted a Motor Muster and Mike and Lynn received a 3rd place award for 33-39 class.

Also in June, Lynn Erickson worked on the club website. Back to the Fifties happened on the Fairgrounds.

July and August planning and event—The All Ford Picnic found 39 members working and 72 cars on display.!! Much interest from attendees and observers in the great cars displayed.

September/October were busy. A Breakfast followed by a tour of the Viet Museum, Wings and Wheels Event in Osceola, and Braham Pie Day! The Viet Tour was special - The third building has been completed and is spectacular. Even trolleys made by the Loudon Company in Fairfield, IA. Home for some of us plus Ron Long's Grandfather was an engineer there. Wings and Wheels had 10 TCRG cars attending. It was a good V8 display with many interested people checking out the cars. The Viet Tour was enhanced by Cliff Helling and Mr. Viet talking about Cliff's 1934 on display.

Driving events ended with the annual Fall Tour attended by 17 members. This is always a great event with super old roads ending with a great lunch.

The end of the year found the website updated, 82 members paid, AND a new president, Kent Tabako. Thanks Kent for stepping up. Also due to low interest, a banquet has been ruled out but perhaps a casual get together for dinner.



The Merc

John Titus



I've just run across an old photo that has sparked a few memories. It was taken circa 1970 and shows a '41 Mercury Fordor and the nose of a '37 humpback Fordor parked in front of our house in Newport, RI. Dad was a dyed-in-the-wool '34 man. I grew up in '34 Fords; we always had at least one around somewhere and many, many parts. But he never so limited himself. When I was young we owned a bewildering variety of V-8s. It served to give me a good education.

I remember wondering what that odd car was when the Merc came home. The grille was puzzling being solid down the center with open "wings" on each side. Understand that I didn't yet know of Edsel's ubercars, the Zephyr and Continental, and the styling cues they gave to not only Ford but also the entire industry. I do recall all those diecast bars in that grille were perfect, unlike the '37 behind it. The photo doesn't show it but the bottom section of the right front fender was severely crunched. The previous owner was the proverbial little old lady who owned the car since new. A late night foray after tipping a few too many ended her driving days although to her defense she claimed the "tree jumped out at her". The car was quietly sold.

We traveled all over in that car; the roominess compared to the pre-'41 cars was striking. We also collected a '41 Merc Tudor along the way for parts; I still have some. This car, like all '41 models were for Ford, proved to be a transition car for us. It lead to a '48 Coupe parts car, bought because it was there (I know we aren't the only ones who have succumbed to such a flimsy excuse to obtain a car), then a '47 Tudor and finally a '47 Fordor once the Tudor got away from us. I still own the '47 Fordor. The Merc was cleaned, repaired, driven and finally sold for what would be an embarrassing amount in today's world to a shipmate of Dad's to finance one of the following cars.

I like this old photo. Besides the particular memories it stirs in me there are several other points of interest. It accurately depicts the typical state of the roadway in front of the Titus estate; we always had antique cars parked there. Also, the blackwall tires and the lack of "modern" cars or artifacts can trick you into believing this is a WW2 era photo.

That grille still strikes me as odd, but what a car. I wonder where it is now.

John Titus



Rumble Sheet RETREADS

JANUARY 2003

Dirt Roads

Paul Harvey



What's mainly wrong with society today is that too many Dirt Roads have been paved. There's not a problem in America today – crime, drugs, education, divorce, delinquency – that wouldn't be remedied if we just had more Dirt Roads, because Dirt Roads give character.

People that live at the end of Dirt Roads learn early on that life is a bumpy ride. That it can jar you right down to your teeth sometimes, but it's worth it, if at the end is home... a loving spouse, happy kids and a dog.

We wouldn't have near the trouble with our educational system if our kids got their exercise walking a Dirt Road with other kids, from whom they learn how to get along.

There was less crime in our streets before they were paved. Criminals didn't walk two dusty miles to rob or rape, if they knew they'd be welcomed by 5 barking dogs and a double barrel shotgun. And there were no drive by shootings.

Our values were better when our roads were worse!

People did not worship their cars more than their kids, and motorists were more courteous. They didn't tailgate by riding the bumper, or the guy in front would choke you with dust and bust your windshield with rocks.

Dirt Roads taught patience.

Dirt Roads were environmentally friendly. You didn't hop in your car for a quart of milk, you walked to the barn for your milk. For your mail, you walked to the mail box.

What if it rained and the Dirt Road got washed out?

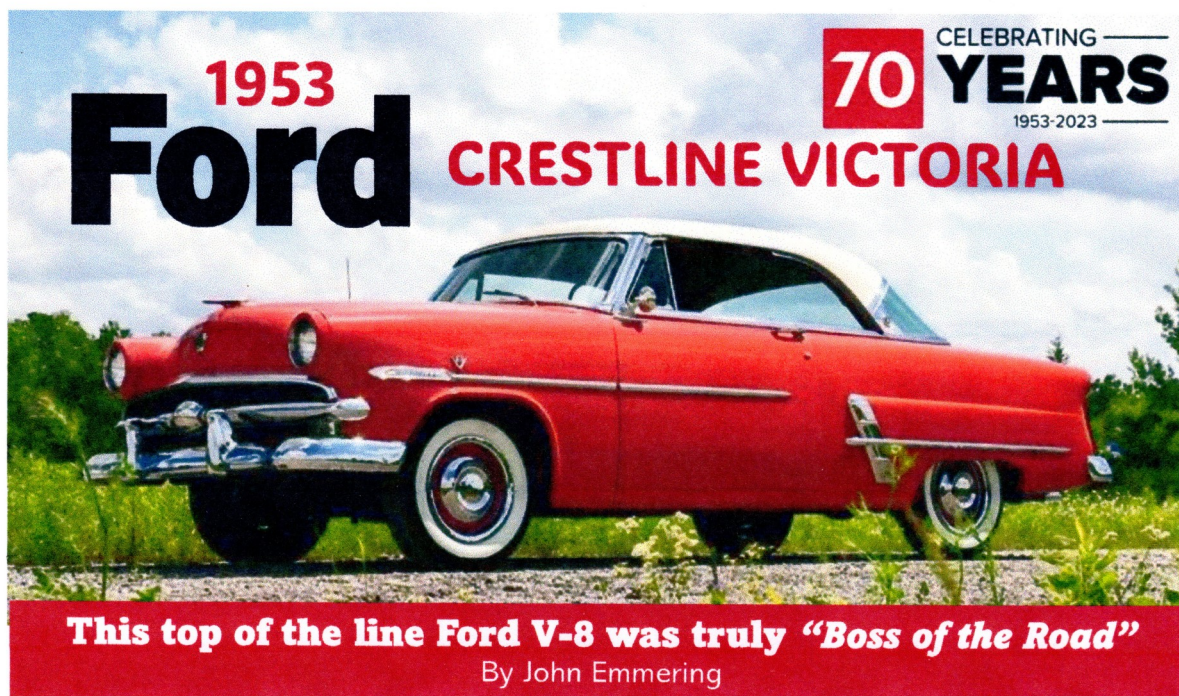
That was the best part, then you stayed home and had some family time, roasted marshmallows and popped popcorn and had pony rides on Daddy's shoulders... and you learned how to make prettier quilts than anybody.

At the end of Dirt Roads, you soon learned that bad words tasted like soap.

Most paved roads lead to trouble. Dirt Roads more likely lead to a fishing creek or a swimming hole. At the end of a Dirt Road, the only time we even locked our car was in August, because if we didn't some neighbor would fill it with too much zucchini.

At the end of a Dirt Road, there was always extra springtime income, from when city dudes would get stuck, you'd have to hitch up a team and pull them out. Usually you got a dollar... always you got a new friend... at the end of a Dirt Road.

Thanks to tlbrooks@tlbrooks.com for posting, allowing for unscrupulous people to download.



Half a century of automotive progress was showcased in the brand new 1953 Fords. The Crestline Victoria model was the brightest example of what Ford had to offer that year. 70 years ago Ford Motor Company was celebrating its 50th anniversary as it introduced its 1953 models. These cars bore a special 50th anniversary medallion on each horn button. The '53 Ford is also remembered as the last year the flathead V-8 engine would be used in Ford cars produced in America.

One might think Ford Motor Company might have chosen 1953 for a big model change but the change in body style had already come in 1952. The 1952 models got a new lower body easily distinguished from the 1949-1951 model run. This 1952 body was shared with the 1953 Fords with some improvements. There was a slightly altered grill and front parking light treatment in 1953 and taillight lenses were altered to for better visibility from the side and rear of the car.

There were several more big changers which were difficult to see at a glance. New two stage door checks allowed the doors to open wider when entering with parcels. The inside hood latch was removed, which may not be an improvement. The front suspension was altered with new support plates and rubber compression bumpers. This gives the '53s almost twice the steering wheel travel as the '52s. The rear leaf springs were made to be a bit softer and the shock absorbers recalibrated for a smoother ride.

By June of 1953 "Master Guide" power steering was made available for an additional \$125 and power brakes were offered also for a charge of \$35. Restrictions with production during the Korean War had Ford off to a late start producing the 1952 models and only 621,783 were sold. Ford roared back with a "blitz" producing twice as many cars in 1953. It was said that they produced cars even though the orders might not have been there. They got them to the dealers in an effort to beat Chevrolet. Ford had a great sales year but still fell a bit short of Chevrolet in sales.

A 1953 Ford was test driven by a driver from *Speed Age* magazine. He reported in the March 1953 issue as follows; "In city traffic where most of the test was done, the ease of handling and its snap up to 35 MPH is equal to any. Much of the new ease built into the 1953 Ford can be directly traced to a stronger frame and redesigned front and rear suspension systems" The test driver used a car with the optional automatic transmission. He reported that "the automatic transmission would not satisfy the nervous driver who wants to beat the pack."

The 1953 models fell into the economical Mainline models, the intermediate Customline cars and the top of the line Crestline which included the Victorias, Convertibles and a four door station wagon. Ford sold 128,302 of these beautiful Crestline Victorias. Fortunately a good number have been preserved and are in the hands of admiring Ford V-8 collectors.

Membership Meeting Minutes December 6, 2023

Location: Roseville Church

In attendance were 23 members, and 5 were board members. President Mike Erickson, Joel Bergstrom, Kent Tabako, Bill Gillies, and Gary Rosenberger. Meeting called to order at 7:06 pm.

A. Treasurer – Bill Gay- Bill was absent

B. Secretary Report - Gary R. – The minutes from the last board meeting were approved.

C. Membership - Gordy D. Gordy was absent. Recovering from knee surgery.

D. Editor – Bill G. Bill could use a few good articles. Please help Bill.

E. Upcoming Events

1. Gentleman's Breakfast January 18, 2024, at the Louisiana Cafe, St Paul at 9am. No breakfast in December.

2. A proposal was made to have a Pizza Party at a restaurant in lieu of a banquet. Some discussion was had as to the location as Joel Bergstrom did some checking. The planning stage will proceed forward, and details will follow. The party is being planned for February.

F. Old Business

1. The club trailer has been sold to club member Milt LaPanta for \$500. Kent Tabako took charge of the title card to start the transfer process.

G. New Business

1. Our club was notified that the ballots for the National Club election were printed wrong. New ones will be printed and sent out.

2. In a special election our club elected Kent Tabako to be our new President and Bill Blood to be Vice President. Stepping down as President will be Mike Erickson after 6 years of service. Mike was given a Ford Clock for his service. Thanks to Mike for getting us through the Covid pandemic. Mike will remain on the board of directors. The rest of the board members will remain in place, they are Treasurer Bill Gay, Secretary Gary Rosenberger, Membership Gordy Ditmanson, Editor Bill Gillies.

H. Other

I. Membership Meeting – No meeting in January.

J. Next Board Meeting – January 18, 2024, Louisiana Cafe

Meeting adjourned at 7:23 pm.

Respectfully submitted by

Gary Rosenberger.

Lasts longer than a real tree.....This is how they do it in Wisconsin.
Holiday greetings then from the land of cheese.



TWIN CITIES V8 REGIONAL GROUP ORDER FORM 2024



A.
SanMar SP11
Short Sleeve Denim Shirt
Faded Blue
XS-6XL
\$22.00



B.
SanMar S600
Long Sleeve Denim Shirt
Faded Blue
XS-6XL
\$28.00



C.
SanMar J317
Soft Shell Jacket
Choose Colors: Black, Royal,
Blk Charcoal Heather
XS-6XL
\$71.00



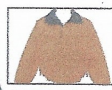
ROYAL



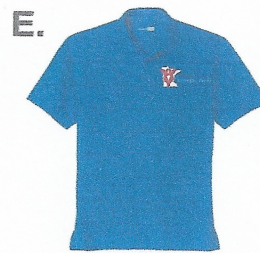
BLACK



D.
Tri-Mountain 8800
Mountaineer Jacket
Choose Colors:
Khaki Black or Black
With name on right crest
XS-6XL
\$79.00



Khaki Black



E.
Cornerstone CS4020P
Pocket Polo
Choose Colors:
Royal or Charcoal
XS-6XL
\$21.00

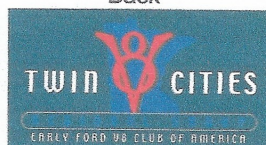


Charcoal

Front crest



Back



Name _____
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A	SP11	Short sleeve Denim	Faded Blue						\$22.00						
B	S600	Long sleeve Denim	Faded Blue						\$28.00						
C	J317	Soft Shell Jacket	Choose color						\$71.00						
D	8800	Mountaineer Jacket	Choose color						\$79.00						
		Right Crest Name	Name:												
E	CS4020P	Pocket Polo	Choose color						\$21.00						

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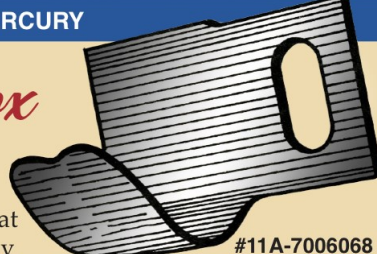
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