

Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

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Volume 52—Number 3—March 2024

NEW 1953 FORD PERFORMANCE TEST MARCH 1953
35¢

Speed Age

THE COMPLETE AUTOMOTIVE MAGAZINE

WORLD'S LARGEST AUTO MAGAZINE
NEW AUTO - GRAVURE PICTORIAL



Inside...

- If Dues Are Not Paid, This Is Your Last Issue Of The RS
- NO MARCH MEETING!
- Ford Sub Assembly Plant Torn Down Page 4

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 2024 Board of Directors

President	Kent Tabako	763-755-7535
Vice President	Bill Blood	612-732-4172
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Current Board Members	Joel Bergstrom	651-631-0091
	Al Rehder	612-402-1047
	Mike Erickson	320-396-2473

Happy Birthday

March 1	Judy Parmalee
March 9	Glen Kelly
March 11	Sandy Neilsen
March 13	Gary Neilsen
March 14	David Vickers
March 15	Dave Dahlen
March 22	Beth Titus
March 25	Joanne Oman
March 27	Don Pautz

GEEZER BREAKFAST 3rd Thursday of the Month

Louisiana Café
Selby & Dale St. Paul
9 00AM
Women Members
Welcome



Looking Ahead- Membership Meeting

No March Meeting.
Church Not Available

Our Sympathy to the family of Roger Carlson on his passing. Roger's wife was the daughter of Pete Peterson founder of Little Dearborn. Many knew Roger through his work at Little Dearborn and as a long time friend and supporter of our Club.

March President's Message

Another month has passed, Gary R. has already submitted his February 15th breakfast meeting minutes for print, and Bill G. is waiting for the president's message so he can get the Rumble Sheet to the printer. So here it is...

I had our '55 out for a run during the last warm spell, before the snow. I had replaced some carburetor gaskets and could not wait for spring to try it out. I had planned on giving the '39 some exercise also but, I waited a little too long and now will have to wait for the snow to melt.

Gary has already covered some of our upcoming local events. Another one to consider would be the "Drive your V-8 day" on Saturday, June 15th, 2024. Two national events that may be of interest are the 2024 Central National Meet in Auburn Indiana on June 17th through 21st, 2024, and the 2024 Eastern National Meet on September 15th through 24th, 2024.

Please consider listing your email address with Ron Long so you can receive notice of event changes. The email address listed with Ron, will not appear in the roster. (Ron's Email is listed in the roster).

Kent

Pictures from the Pioneer Press, Tues 2-06-2024 The Ford "Sub-assembly" Plant 1914 The demise of the building, Photo by, Frederick Melo Fmelo@Pioneer-Press.com





The Golden Anniversary Ford, with its distinctive grille, has been chosen as the pace car at the 1953 Indianapolis race.

'03-FORD-'53

Fifty years ago the "Boss of the Road" was the Fordmobile. The Golden Anniversary model also qualifies for that title in the ride department.

Speed Age Staff Research Report

Photos by DON O'REILLY

FIFTY years ago a company—with \$28,000 in cash and the plans of a man who at 40 was twice a failure—sallied forth in Detroit to engage the already well established automobile industry.

The man behind that venture, the designer whose faith in his own horseless carriage couldn't be shaken by adversity, was Henry Ford.

History has long since credited Ford as the man most responsible for the evolution of mass transportation and its accompanying social and industrial benefits.

That first production model in 1903 was the Fordmobile, the "Boss of the Road." By the time models N, K and S had given way to the now famous T, the slogan "Watch the Fords Go By" was a household by-word. Then came the Model A and B and, finally the V8.

For more than 20 of the Ford Motor Company's 50 years, the V8 has been one of the most popular powerplants in the low price field. Introduced in 1932, this engine has retained its position as one of the production leaders of the world with-

out undergoing any radical design changes.

Its straightforwardness, economy of replacement parts, sturdiness and potential has made it one of the most popular blocks for the hot rod, sports car and even racing car builders. That it has stood up, and in many cases produced more than twice its original rated horsepower, is a tribute to the genius who designed it.

The Ford for 1953 continues this basic V8 which was stepped up to 110 HP last year. A conventional L-head, this engine

ROAD TEST REPORT STATISTICAL DATA

Ford V8 Customline

Engine Specifications

ENGINE:
 Number of cylinders 8
 Arrangement 90 degree V
 Valve arrangement L-Head
 Bore 3.19 inches
 Stroke 3.75 inches
 Displacement 239.4 cubic inches
 Taxable horsepower 32.5
 Brake horsepower 110 @ 3800 RPM
 Maximum Torque 196 foot pounds @ 19-2100 RPM
 Compression ratio 7.2 to 1
 Numbering system
 (front to rear)—Left bank 5-6-7-8
 Right bank 1-2-3-4
 Firing order 1-5-4-8-6-3-7-2

PISTONS:
 Material Aluminum alloy
 Description Autothermic, solid skirt cam-ground, spherical head, tin-plated
 Weight 13.05-13.19 ounces
 Compression rings 2
 Oil rings 2

PISTON PINS:
 Material Alloy steel, heat treated
 Type Full floating

CONNECTING RODS:
 Material Forged steel
 Length, C to C 6.998-7.002 inches
 Weight 18.66-19.01 ounces

CRANKSHAFT:
 Material Precision-molded alloy iron
 Weight 62 pounds
 Number of main bearings 3
 Connecting rod journal diameter 2.1385 inches

VALVES:
 Material #1 Silchrome
 Diameter of head 1.505-1.515 inches
 Angle of seat Not listed
 Intake valve opens 5 degrees ATC
 Intake valve closes 44 degrees ABC
 Exhaust valve opens 48 degrees BSC
 Exhaust valve closes 3 degrees ATC

MISCELLANEOUS:
 Oil Capacity 4 quarts
 Fuel capacity 17 gallons
 Water capacity 23 quarts
 Battery 15 plate, 90 ampere

TRANSMISSION:
 Automatic:
 Number of forward speeds 2
 Gear ratio, power range
 2.44—1 Plus Torque Converter
 Gear ratio, drive 1.48
 1 Plus Torque Converter
 Gear ratio, reverse
 2.00—1 Plus Torque Converter
 Downshift possible up to 62 MPH

Interior Specifications

Width of front seat
 (shoulder height) 55.2 inches
 Width of back seat
 (shoulder height) 54.7 inches
 Depth of front seat cushion 18.2 inches
 Depth of rear seat cushion 19.0 inches
 Total adjustment of front seat at floor 4.1 inches
 Vertical distance, wheel to seat 5.9 inches
 Head room, front seat 35.4 inches
 Head room, rear seat 34.2 inches
 Leg room, front seat 42.8 inches
 Leg room, rear seat 41.5 inches

Chassis

FRAME:
 Type Ladder with box section side rails,
 five cross-members and 'K' bracing
 Wheelbase 115.0 inches
 Tread:
 Front 58 inches
 Rear 56 inches
 Weight:
 Shipping Not available
 Overall length 197.8 inches
 Overall width 74.3 inches
 Overall height 62.3 inches

REAR AXLE:
 Type Semi-floating
 Gearing Hypoid
 Ratio (Automatic) 3.31 to 1

FOOT BRAKES:
 Drum diameter 10 inches
 Material Pressed steel disc and cast iron drum
 Effective area 173.52 square inches
 Type Hydraulic, internal expanding, Duo-
 Servo, single anchor
 Linings Molded asbestos

STEERING:
 Type Ford, worm and triple tooth roller
 Turns, lock to lock 5
 Ratio 26.3 to 1
 Turning radius Not available

ROAD CLEARANCE:
 Minimum 7.1 inches

SUSPENSION:
 Front Independent-coil spring incorporating
 two unequal length transverse control
 arms
 Rear Longitudinal leaf
 Shock absorbers Monroe, Gabriel or Houde

TIRES:
 Size 6.70 x 15
 Pressure: front 26 pounds
 rear 23 pounds

Performance Data

	INDICATED	ACTUAL
East-west run	94 MPH	88 MPH
Opposite direction	92 MPH	85 MPH
Average		87 MPH

Rate of Acceleration

0-20 MPH	3.3 seconds
0-30 MPH	6 seconds
0-50 MPH	14 seconds
0-60 MPH	19 seconds

Brakes

Efficiency 78%

Prices, delivered at Washington, D. C.

MAINLINE	SIX	V8
Business coupe	\$1,655.70	\$1,731.90
Tudor	1,759.96	1,835.57
Fordor	1,808.84	1,884.46
Ranch Wagon	2,140.77	2,216.94

CUSTOMLINE		
Tudor	\$1,866.86	\$1,942.52
Fordor	1,915.76	1,991.42
Club Coupe	1,876.36	1,952.57
Country Sedan		2,409.31

CRESTLINE		
Victoria		\$2,259.55
Sunliner		2,369.24
Country Squire		2,548.56

Bumper Guard—Front	\$24.50
Bumper Guard—Rear	25.70
Cigarette Lighter—Mainline	3.90
Clock, Stem Wind—Mainline	11.60
Clock, Electric—Mainline	19.00
Coronado Deck	45.90
Directional Signals	15.26
Fordomatic Transmission	184.00
Heater—Magic Air	71.43
Heater—Recirculating	43.89
Hood Ornament	6.50
Horn Ring—Deluxe	5.10
Leather Type Trim	30.53
Light, Back-up (pair)	12.05
Light, Glove Compartment	3.15
Light, Luggage Compartment	1.80
Light, Under Hood	2.15
Overdrive	109.70
Paint, 2-tone	19.35
Radio—6-tube	87.50
Radio—8-tube	99.50
Radio—Rear Seat Speaker	11.50
Seat Covers—(Tudors-Fordors-Coupes)	
Check Weave Fibre	31.40
Parade Plastic	40.60
Premier Nylon	54.15
(Victoria)	
Fiesta Fibre	36.60
Candy Stripe Plastic	46.60
Premier Nylon	54.15
Signal—Hand Brake	4.75
Spotlight with Mirror	23.80
Sun Visor—Outside, painted	25.00
Tinted Glass	23.13
Windshield Washer	9.59

NEXT MONTH

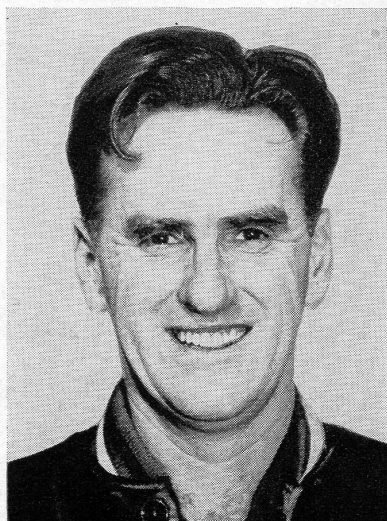
Speed Age's M. B. Carroll tests
 the Bentley sports car. Order your
 copy now.

CLAY SMITH

**For Outstanding Achievement
As Auto Racing's
Mechanic of the Year**

CLAY SMITH, of Long Beach, California has long been recognized as one of the greatest mechanics of all time. His accomplishments in 1952, however, far surpass previous performances.

Last year he groomed two Championship cars as well as the winning Lincoln stock car for the Mexican Pan-American Road Race. In addition, his magic touch produced a notable record for two mile runs by the 266-cubic inch hydroplane



Guess Who.

His work during the season involved the race car which won the Indianapolis 500-mile race and the one which won the season's National Championship.

The Agajanian car, winner at Indianapolis, also was the high point car for 1952 and holds two of America's fastest records—at Springfield, Illinois and Raleigh.

The other car, the Springfield Welding's Smith Special, holds the mile record at Raleigh. The two cars set 15 records during the year and scored four victories.

Agajanian's car amassed 2,080 points while the Springfield Welding mount accumulated 1,440.

At Indianapolis, Smith was a central figure in preventing serious injury and damage when the Agajanian car, driven by Troy Ruttman, caught fire from fuel spilled on the hot exhaust pipe.

Although painfully burned about both arms, he helped extinguish the flames and remained in the pit.

In Mexico, he sat beside driver Chuck Stevenson throughout the rugged 1,943 miles that led to victory. Careful preparation and cool judgment, combined with unending work, paid off at the end.

To Clay Smith, for his achievements in two of the world's greatest races, and for his deeds on America's greatest racing circuit, goes the SPEED AGE award as the Outstanding Mechanic of 1952.

SPEED AC

CLARK AND TEBOW

**For Outstanding Achievement
As Hot Rod
Mechanics of the Year**

THE ENGINE which powered the Bob Estes Mercury—City of Burbank Special to two Class C International records at the Bonneville Salt Flats last September, was a compact powerplant, designed and built by Don Clark and Clem TeBow, of Hollywood.

Clark and TeBow have been associated since 1946, competing in time trials at the dry lakes and Bonneville.

Two years ago, when Don completed his course in mechanical engineering at



Don Clark



Clem TeBow

the University of Southern California, he joined Clem to form the C & T Automotive Company. They have supplied many stroked crank assemblies for racing throughout the United States, Canada, South America and Hawaii.

Running under the Southern California Timing Association, the C & T Automotive 1932 Ford roadster set a Class C record at 157 MPH. It has an Ardun-equipped, overhead valve engine, mounted on a non-fendered stock body.

This same car, running the C & T engine in the City of Burbank streamliner, holds the SCTA Class B record of 157 MPH. In the Rusetta Timing Association, it holds the Class B record of 160 MPH and at Bonneville, it holds the 2-way average of 162 MPH, an all time high for stock body cars.

The 248 cubic inch engine developed by C & T for use in the City of Burbank streamliner, holds the Class B streamliner record at Bonneville with 230 MPH. A similar engine, with two pistons removed, turned in a speed of 189 MPH for a one-way, Class A record.

By far, the most spectacular of their achievements was the capture of the Class C international record at a speed of 229 MPH, a record held since 1937 by Bernd Rosemeyer of Germany.

For their outstanding achievements, in furthering progress in American engineering, Clark and TeBow received the SPEED AGE Achievement Award.

MARCH 1953

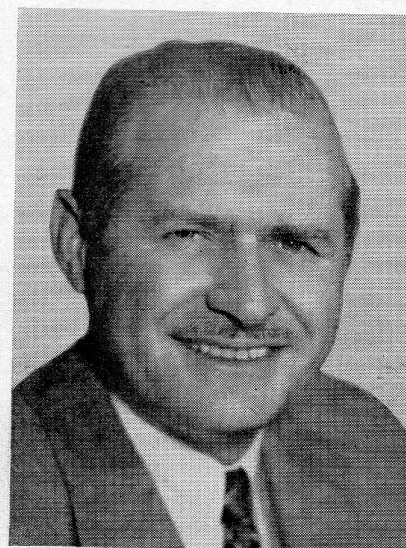
WILBUR SHAW

**For Outstanding Achievement
As Auto Racing's
Promoter of the Year**

WILBUR SHAW, president and general manager of the Indianapolis Speedway, will always be looked upon as one of the greatest men in auto racing history.

A three-time winner of the classic he now promotes, Wilbur Shaw repeatedly has proved himself an understanding and sympathetic friend to all phases of racing.

When the future of the Speedway was in doubt following World War II, his



tireless efforts kept the famous brick oval intact. Through his personality and influence, the Indianapolis track was sold and remodeled into the successful and outstanding plant it is today.

Flawlessly, the annual 500-mile race has been produced for more than 175,000 spectators each year. Today, it is one of the most outstanding sports events in the world.

Last year's race paid more than \$62,000 to the winner, the richest purse in the history of the Speedway.

It is not the big things, however, that make Shaw an outstanding man. He is quick to aid those stricken by hard luck and he is ever present to boost morale.

Although he is the most important man behind the machinery that runs Indianapolis, Shaw is as big a rooter during the actual race as the average spectator.

His constant vigil over the welfare and safety of all Indianapolis drivers and their crews, makes him one of the best liked men in racing.

Men see Wilbur Shaw as a pillar supporting the sport and occupation they love. His honesty and sincerity have helped racing gain the respect of millions throughout the United States.

For his achievements in producing the greatest race in America, SPEED AGE has chosen Wilbur Shaw as the Outstanding Promoter of 1952.

GE—America's FIRST Motor Racing Magazine



A Family Story: More Cousin Clem's Tales

By Gary Rosenberger

In the November issue of the Rumble Sheet I wrote about my cousin's husband who is gone now but he left the stories of his early days and his cars. I mentioned he hated Fords mainly because his brother got killed in a 1923 Model T. He went through the windshield after the car jack knifed because of the poor steering design in the Model Ts. He blamed Henry Ford for not making safety improvements faster in his cars.

Here is what Clem had to say about the 1935 Fords. They had diecast aluminum heads that had to be chopped into little pieces to get them unstuck from the head bolts. They drove like a truck, it was hard to steer and the brakes would slow you down a little if you stood up on them. The '35 had Model T springs, so it rode like a truck. The windows failed to open in a short order because of rusted-out slide channels. They burned so much oil that the service stations had a sign: V8 oil 25¢ per gallon.

The 1936 Ford had the worst distributor ever designed, the poorest wheels, and the shortest lived water pumps. When you took off with one of these cars, you got a sense of tremendous power, but it was just a poorly designed, noisy fan.

Some of the problems Clem encountered were not all because of the cars he drove. One story he told happened while driving a 1923 Model T Roadster body with a pick up box on the rear. It was converted into a plumber's delivery truck. He loaded five plumbers, their tools, six five foot lengths of four-inch soil pipe, and a mixture of other pipe and fittings. When they left the shop it started to rain and when the stop light turned red on Park Ave in Minneapolis the plumbers went into a slide and hit a coupe in front of them. Then a Studebaker ran into the rear of them and a 21-foot length of pipe on Clem's truck went through the Stude's radiator and stopped against the oak dashboard. The five plumbers took a streetcar back to the shop.

Clem said the problem was the pavement they were

driving on. It was built of cedar blocks that were soaked in tar and laid like bricks. Sometimes water would soak the blocks and they would explode skyward and half a city block could be damaged. For 25 years they were re-laid and were the cause of many accidents and tire blow outs.

One night Clem was driving his dad's Franklin with three other passengers. They were coming home from a movie. It was blow zero outside and around midnight when they approached the railroad crossing on Camden. A freight train suddenly appeared without warning and Clem managed to stop the car in the 'nick of time', but as the train cars whizzed past he bent forward to blow his hot breath on his half frozen fingers. Suddenly the car was jerked side-ways. Clem had rolled forward just enough as a step on a box car caught the front bumper and away they went. He quickly threw the car into reverse and floored it. The car broke free and shot backwards 20 feet. They were saved by some fast thinking,

In early spring of 1931 Clem was working as a neon sign repairman. He and two other men drove up to Duluth to pick up a large Firestone sign to be repaired back in the Twin Cities. On the return trip they hit a wet spot on the road and the bald tires caused Clem to lose control and the truck rolled onto the roof in the middle of the road. Everyone was ok and they were able to get out of the truck ok. The traffic started to back up and the drivers were getting impatient, so a bunch of the men turned the truck upright and cleaned up the broken glass and parts on the highway. The front windshield was gone, the Firestone sign was smashed and the roof was caved in on the truck. The guys put some water in the radiator and oil in the engine and they drove back to the Twin Cities minus the windshield.

The next morning Clem had a hard time getting out of bed so he went to the doctor for x-rays. The nurse called Clem's boss at the sign shop and told him Clem had some cracked ribs but they couldn't find anything in his head. He had a hard time living that one down.

Board Meeting Minutes February 15, 2024

Location: Louisiana Cafe

In attendance were 9 men for breakfast, 8 men were board members, and 1 new member. President Kent Tabako, Gary Rosenberger, Bill Gillies, Biil Blood, Mike Erickson, Gordy Ditmanson, Al Rehder, Joel Bergstrom. The new member is, Jeff Dolan, Meeting called to order at 10:22 am.

A. Treasurer – Bill G. Bill Gay was absent but reported all bills paid and we are in the black.

B. Secretary – Gary R. Prior minutes were approved.

C. Membership - Gordy D. Gordy stated we have 59 paid renewal members so far for 2024 with 1 new member. It was suggested that we include the cars each member owns in the roster this year.

D. Editor - Bill G. The editor would like to hear the best story you can remember regarding our club before your memories fade altogether. Please help Bill.

E. Upcoming Events

1. No March meeting planned as the church is not available.

2. Gentleman's Breakfast March 21, 2024, at the Louisiana Cafe location.

3. A spring get-together is being planned. Al Rehder has offered to have the event at his Condo Garage in Eagan. He is thinking about May 18, 2024, as the date.

4. Back to the 50's is June 21-23, 2024,

5. All Ford Picnic 44 Annual—Spire our host has changed its name to Blaze Credit Union.

Bill Gay and Bill Blood head the committee for the show. They will check to see if we are still in good standing with the new company and if so, what date would be available for us to hold our show. We have held it before in their parking lot at Larpenner & Prior, Falcon Heights on July 16, 2023. Update to follow with a possible date of July 14, 2024. A food truck is being considered.

F. Old Business

1. Our club trailer was sold to Milt L but there seems to be a problem with transferring the title. A committee is working to correct the problem.

2. The club has a small amount of green plastic fence left to sell. If interested call a board member.

3. Insurance to cover board members is paid till October 2024

G. New Business

1 Veit Museum – do we want to tour there in 2024? Details to follow

H. Meeting – March 6, 2024, St Michael Church **Cancelled,**

April 3 Meeting may be moved to April 10 due to the president's absence

J. Next Board Meeting – March 21, Louisiana Cafe

Meeting adjourned at 10:54 am.

Respectfully submitted by

Gary Rosenberger Secretary .

Cathy Tabako Learning to Drive

The car I learned to drive with was my folks, 1952 four door Chevrolet. The car was nine years old, but Dad always took really good care of his vehicles. As you could pick and choose what accessories you wanted, Dad would only get the cigarette lighter. It had a column shift and the first time I drove it and ground the gears I decided I didn't need to drive. Well, thank goodness I changed my mind. We lived in Crystal, MN and I went to Robbinsdale High School. There I took drivers training.

After graduating I got a job in the admit department at Sears in the "new" Brookdale Shopping Center in Brooklyn Center. The heater didn't work very well, but Dad wanted me to drive it around and warm up the engine. That was brutal..

Never did have my own car, but my folks were always nice about letting me use theirs. Dad also had two company trucks he used, so they always had a vehicle.

Really enjoyed driving the Nellie and did till I married. The picture of Nellie is at my folks, probably taken around '62. Had a half circle driveway and had to walk the hill to get to the house. Sure was an adventure in the winter. After many years they built a garage on the hill next to the house.



For Sale:

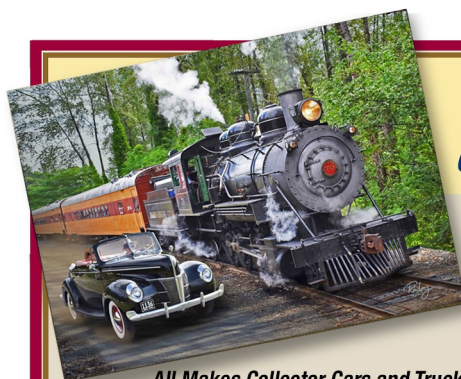
If you have been a cheap-skate like I have all your life, then I have something maybe you could use. Every year when I was working they replaced many desktop computers. In doing that there were always extra 3-prong cords for the machines and they didn't need to replace the cords for the ones that were already being used, so I brought many of those cords home with the idea that they could replace those 8 inch cords on those florescent shop lights that you bought at the big-box stores. These cords have the PC end cut off (they don't fit anything but desktop computers anyway) and they are 3 wires that can be wired into those shop lights. Lengths are 6 to 8 feet and are black or grey cords. Special pricing, 1 for \$0.50 or 4 for \$1.00.....quantity discount if you take them all. No copper recyclers allowed. Give Bruce a call 651-482-8940I

If any one is interested in the green plastic fence we used at the New Brighton Stockyard days car show there are 10 rolls available. They are 4 foot tall and approx.50 foot long and a couple that are shorter. Give Mike Erickson a call at 763-742-5584 .



WANTED Werner Langenbach is looking for a rebuilt 8BA or 8CM engine for his 1936 Ford. Give him a call 763-544-0097

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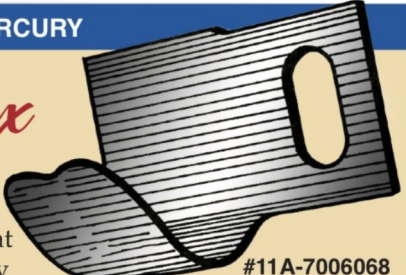
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