

Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

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Volume 52—Number 4—April 2024



It's A Puzzle By
R. Long



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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 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

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Happy Birthday

April 1	Tony Flores
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April 19	Gordie Ditmanson
April 19	Stacy Mix
April 22	JoAnne Baker
April 22	Art Otto
April 28	Bob Parmalee

GEEZER BREAKFAST 3rd Thursday of the Month

Louisiana Café
Selby and Dale Streets
9 AM

Women Members Welcome



Looking Ahead- Membership Meeting

No April Meeting.
Church Not Available

April 2024 President's Message

Greetings

According to the calendar it is spring, but I have my doubts. I do not think I will let the lawn mower and snow blower trade parking spots in the garage just yet.

Here is important news that I ran across on the National V-8 Club's website, and I need to share it with everyone. Unbeknown to me, and others, last year there was a contest for the best website of the Early Ford V-8 regional groups for 2023.

A big thank you to our webmaster Lynn Erickson, for our website coming in as "honorable mention" (fourth place). Lynn is doing a fantastic job for us by running our website on the internet and Facebook, this is a huge plus for our club. Visit our website and submit a picture of your car if you have not already.

The number of V-8 regional group websites are unknown, total V-8 regional groups number approximately 350. First place in the competition was Golden Gate, CA (RG 1), second place Nashville, TN (RG 97), and third place Sweden, (RG 58).

Regarding our Rumble Sheet, please send pictures and/or stories to our editor. Bill is working hard to keep the Rumble Sheet going, he has been editor for eight years as of January 1, 2024. This comes to ninety-six times two, trips to the printer, and he has never asked for gas money.

Kent Tabako,
President



1937 Ford Specs and Tips

By Larry Lubbers

The difference between Standard and Deluxe Fords:

Standard came in three colors, gull gray, black and Washington blue. The wheels and hub caps were painted black. Tires were 550 X 16". Engine sizes were 60 horsepower with 550 X 16 tires or 85 horsepower with 600 X 16" tires. The grill was painted the same color as the car. Standard model had 1 windshield wiper, 1 sunvisor and 1 taillight. The manifold heater was optional for both models. This was the only type available from Ford. The radio was the same for both models also. Body style were 2 dr. or 4 dr. with either hump back or flat back. Standard coupes were also available. Rubber floor mats for the front and carpet material for the rear floor mat. The trunk had a heavy paper material with a leather grain pattern. Wind lace was a vinyl material and beading around seats. Upper right corner of the grill was a V8 emblem for 60 or 85, representing the size of engine. The 60 had an optional 85 transmission and clutch. 60 rear end was a 444 ratio. 85 has several, 378 was the most common one.

Deluxe models had a chrome grill, windshield frame, running board moldings, 2 narrow strips between speedometer and gauge clusters and 2 mates on glove compartment lid. There are 2 windshield wipers and 2 tail lights.

The Deluxe was equipped with only the 85 horsepower engine.

Paint on the wheels and hub caps were painted the same color as the car. Colors for the Deluxe were black, gull gray, Washington blue, Autumn brown, bright vineyard green, coach maroon bright. Spring colors were Dalmation green, silver wing gray, adobe tan and turquoise blue.

Interiors were fancier on the Deluxe. The dash was walnut grain, a rubber mat in front, rear was carpeted. A

heavy leather grain paper material for the trunk mat. Arm rest for the left door and carpeted on the lower part of the door panels and rear panels. Wind lace was a cloth material.

A few tips I found for restoring my '37 were on the body carriage bolts. By laying a nut on top of the round head and electric welding through the center of the nut to carriage bolt round head. This enables holding the bolt without turning to get the nut off.

For removing running board bolts use a good new drill bit and drill into opposite of the nut and it will split. Using a torch may burn or scorch the rubber running board covering.

One way to remove hinge pins is to use an air chisel and drive them out. Use an old chisel and grind it down just smaller than the pin.

Another tip I found that works well on rusty bolts such as the ones holding the V8 emblem to the grill is to heat the nuts to red, let it cool down, then using a nut driver, it was easily removed.

Larry was an active TCRG member and '37 Ford expert from the Seventies to the Nineties.



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Hot Rod Advice

EDITOR, SPEED AGE:

Many parts of the country are faced with the same problem we are faced with here. I am a junior in school and like to drive. Someday, I hope to have a stable of chassis and sports cars. A short time ago there was a bad accident here in which four boys were injured. An article quickly appeared in the paper calling it a hot rod accident.

The car wasn't a hot rod. It was a 1938 Ford, pretty well on its last legs. To follow up this article, the principal at school gave a lecture on hot rods and junkers. I proudly own a 1935 Ford coupe but I'm going to try to sell it because of discrimination. I don't like to drive it because everybodys yells "Hot Rod."



I don't know how to set people straight. A real hot rod, as I understand, is a wonderful piece of machinery. I think it's a shame that kids are treated like this. Here, there are a few kids like myself, who are interested in cars.

If I can't sell my Ford I'm going to cut it up and use the engine for a sprint-type roadster. I don't know what to do about this problem and would like help from you or any other readers who might be interested.

—IVAN MOORE, Age 16, St. Ignace, Mich.

Ed. Note: Ivan seems to have some good ideas, being safety minded. Maybe more SPEED AGE readers feel the same and would like to promote their sport as it should be.

The Missing Ford Plaque

AT THE turn of the century an old, yellow frame hotel stood at Grand River avenue, Detroit, near the present junction of Bagley. Hardly a stone's throw up Bagley street was the house Henry Ford had rented while he was employed at Detroit Edison Electric Light Plant as fireman and steam engineer.

While living here, Ford became interested in experimenting with motor vehicles and with the financial aid of Johnny Colquhoun, the night-lunch operator on Cadillac Square, put a few tools in the brick carriage house on the property. Here Ford began work on his first experimental car with the bicycle wheels.

The date of this car was given as 1893 on the bronze plaque installed by the J. L. Hudson Company on the Michigan Theatre Building, now occupying the site of Ford's Bagley street house. But checking indicated Ford did not live on Bagley street until 1896. Consequently, the plaque was missing for some time, while the date was being changed to 1896, as it now stands. The erroneous date may have been given out by Mr. Cousin, who had authored an advertisement in 1905 stating Ford had built the third automobile (after Duryea and Haynes) in the United States. This too was erroneous as Ingersoll, Editor of Horseless Age, lists some eighty experimental cars being built and projected in America in 1895.

Another side-light on this first Ford experimental car appeared at the New York National Automobile Show in 1906. This was the year all makers not licensed by the Selden Patent were barred from the Madison Square Garden and forced to hold an Independents' Show at Grand Central Palace in New York.

The writer, who made a New York debut with the overhead valve 4-cylinder Ariel at this show, brought in as an attraction an old belt-driven motor wagon which P. C. Lewis, his father, had bought in 1896. It was a Crouch-Booth, and used a Pierce-Crouch marine engine. Both P.C. Lewis, and Mr. Thomas, the engineer, claimed this queer contraption was started in 1892; it was on the road in 1894 and illustrated in our first automobile journal.

The exhibit of that old curiosity was installed Sunday night ready for the opening of the show Monday. A placard was attached to the ancient, cutter-type sleigh body (complete with whip-socket), stating that this was the 'oldest automobile in America, built in 1892'.

The following Thursday the Ford Exhibit brought in the first Ford experimental car, tagged as having been 'built in 1891'. Dates were nebulous in those days. Anyone who had the multitudinous problems of Henry Ford, when he was trying to expand his production in the face of Selden's newspaper ads—threatening suits for all dealers and buyers of "unlicensed cars" could hardly be expected to be absolutely accurate.

Mention of these old cars with dates in the Ford and Ariel exhibits may be found illustrated, side by side, in the Show Number of the Cycle & Auto Trade Journal. Perhaps this high-lights a characteristic of Henry Ford, as some knew him: he had to be first. And he was in production and sales for many years, when his bill-board advertising made the proud boast: "Every Other Car on the Road Is a Ford."—By R. C. LEWIS ☆ ☆

MARCH 1953

A Little Something From Bruce Nelson

Paraprosdokians (Winston Churchill loved them) are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected and is frequently humorous.

1. Where there's a will, I want to be in it.
2. The last thing I want to do is hurt you . . . but it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up; we only learn how to act in public.
6. War doesn't determine who's right, only who's left.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it into a fruit salad.
8. To steal ideas from one person is plagiarism. To steal from many is research.
9. I didn't say it was your fault, I said I was blaming you.
10. In filling out an application where it says, "In case of emergency, notify . . ." I answered, "a doctor."
11. Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they're sexy.
12. You don't need a parachute to skydive. You only need a parachute to skydive twice.
13. I used to be indecisive, but now I'm not so sure.
14. To be sure of hitting the target, shoot first and call whatever you hit the target.
15. Going to church doesn't make you a Christian any more than standing in a garage makes you a car.
16. You're never too old to learn something stupid.
17. I'm supposed to respect my elders, but it's getting harder and harder for me to find one now.



Clem married my first cousin once removed. Her name was Dorothy, and she grew up on a farm next to the farm of a young Cliff Helling in Eagan, MN. Clem wrote a book in 1975 and in it is a small section about Electric Cars I will share with you. The first factory-built car in Minneapolis was a Waverly Electric produced in Indianapolis IN. It was bought by Swan Turnblad of Minneapolis in 1900. You may remember Mr. Turnblad as the publisher of the Swedish language newspaper in town. His mansion was donated in 1929 and it now houses the American Swedish Institute at 2600 Park Ave in Minneapolis. His Waverly caught fire (electrics were prone to this hazard) and burned after a few years use; the remains were saved for a while, and the skeleton was shown at the 1911 auto show. I suppose the body went to a WWI scrap drive. The one remaining Waverly in Minneapolis was purchased by Samuel Thorp, a realtor whose company is still going strong here (1975). It is also a 1900 model and is now in the restoration process by a local classic car buff (1975). A third 1900 Waverly Electric was purchased by J. George Smith, whose factory in St. Paul made Smith's Chocolate Dreams---some of the finest candy of its time. Note from author: I thought that Smith name looked familiar to me, so I investigated my family tree and found my great aunt and my grandmother worked in the Smith Candy Shop for a short time. J. George Smith lived at 826 Goodrich Ave, St Paul, and his store was at the corner of 6th and Robert St in the early 1900's. It was about 2 1/2 miles one way and the electric cars had a range of about 5 miles per charge. So, George could make the trip on one charge. His business folded in the early 1930's and Mr. Smith left this world as a veritable pauper. The electric car may have been one of his poor choices. Clem said when his family moved to Minneapolis in 1918 his dad got a job servicing electric cars. Clem had never seen one of these cars growing up on the Upper Peninsula of Michigan, but they had been around since 1900. The cars hung on for several more years after their family settled in Minneapolis. A common sight back then was to see an elderly lady driving down Lowery

hill to the shops on Nicollet Ave, with the slow, almost silent coaches. They were beautifully built wooden bodies by then, with luxurious upholstery and even vases full of fresh flowers inside. Instead of a steering wheel, they had a 'tiller', which was a pipe with a handlebar grip on the end which hung just above your lap and lifted to get out from under it. Steering was accomplished by pushing or pulling the tiller. There was a foot pedal linked to a rheostat which controlled the speed; maximum was close to 5 miles per hour! The car had lead batteries and a heavy motor which made the car very heavy. When you bought the car, you also bought a battery charger which you hooked up to your house wiring. The range at that time was about 5 miles which I mentioned before. If you ran down the batteries before you got home, you had to get a team of horses to pull your car home to the charger. It happened quite often back in those days. The early electric cars were geared for the ladies as they did not have to crank the gas engine models if they had an electric car.

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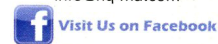
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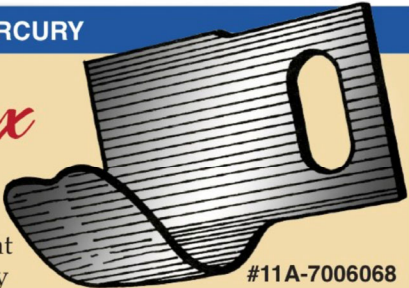
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