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# *Rumble Sheet*

EARLY FORD V-8 CLUB OF AMERICA

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Volume 52 Number 5—May 2024



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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](mailto: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](http://www.tcrgv8club.org)

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## Happy Birthday

|        |                |
|--------|----------------|
| May 4  | Joel Bergstrom |
| May 6  | Micki Kalvoda  |
| May 21 | Keven Rouney   |
| May 26 | John Lindstrom |
| May 29 | Bill Gay       |

## GEEZER BREAKFAST 3rd Thursday of the Month

**Louisiana Café**  
**Selby and Dale**  
**9 AM**  
**Good Food ,**  
**Good Fellowship!**



## Looking Ahead- Membership Meeting

**MAY 18, SPRING KICK OFF**  
**Sunday NOON At The Eagan Car Club.**  
**Map on the Left.**



The Cover Picture from Ron Long is a 1937 Ford pickup., not Mike's Erickson's , See Page 9 for a progress report from Mike, on his '37 pickup.

## May 2024 President's Message

Greetings!

Summer is near and we have been fine tuning our upcoming V-8 events.

Our first event of the year will be our second annual "Spring Kick-Off" event, on Saturday, May 18th, 11 AM to 4 PM, at The Eagan Car Club. Members Al Rehder and Ian Hardgrove hosted this event. The TCRG will provide the food and beverages. This is a good opportunity to meet other club members and their cars.

June will be a busy month with "National Drive Your Ford V8 Day" on the 15th, the "Auburn, Indiana Central National Meet" on the 17th thru the 21st, and "Back to the 50's" on the 21st thru the 23rd.

Sunday, July 14th is the "All Ford Picnic" (car show and swap meet) at the Blaze Credit Union, Falcon Heights, from 9 AM to 3 PM. The All-Ford Picnic is the combined effort of the TCRG and the Thunderbird Club.

Support your club, Bring your Ford car or truck, it does not matter what year it is, as long as it is a product of Ford.

Kent Tabako, Pres.

BRAIN TEASER

By Shane Hamilton

Brain Teasers are recommended for delaying or warding off memory loss for the older generation. Most people think of *Solitaire, Sudoku, Crosswords, etc.* when you mention Brain Teaser but have you ever thought of Old Cars? When I listen to the boys at any venue that I've attended the conversation seems to come around to one member having trouble with a particular problem with their vehicle. Either they've had it and solved it or still have it and can't solve it. It has always had them scratching their heads in thought and trying multiple things multiple times until the one last elusive thought reveals the answer to their problem. You just can't stop thinking of the problem at hand. You stop for morning tea and stare vacantly at the wall while your mind keeps turning things over, searching for the answer. If the problem is big enough you'll go through lunch and dinner in the same vacant state, staring and thinking. Often times the answer comes in the middle of the night whilst in bed or when sitting on the porcelain throne. When the problem has finally been solved, you're overjoyed. You put it carefully away in that special box inside your brain which is labelled "Answers to Problems" to be pulled out when you need it next time or a fellow club member asks you if you have the "Answer". So surely the problems faced when keeping our *Old Car* on the road must be in the category of a Brain Teaser. If so, different levels of difficulty must apply, such as *Easy, Tricky, Ask a friend or Call an Expert.*

Neil and I have scratched our heads a few times again of late. We decided that side mirrors would be useful and a bit safer when driving. We purchased a pair that attach to the top hinge of the front door along with the tool that removes the hinge pin. Of course the original pins were tight, in fact seized in the hinge on one side so the tool was essential for their removal. The tool resembles a G-clamp with a hole at the top which sits over the head of the hinge pin. At the bottom is a bolt that screws into the bottom of the tool which when turned pushes the pin up and out of the hinge. Simple right? Well we turned the bolt until we couldn't turn it anymore and the hinge pin didn't budge. We applied penetrating oil to the pin and then left it over night to penetrate, but still no success. We changed to the other side of the car with the same result. We'd already had morning tea, lunch and dinner in a vacant state of staring and thinking, without success - so what could it be? Neil finally discovered that the hole in the top of the tool wasn't large enough to fit over the head of the hinge pin. Surely not, you buy a tool to do a job and it doesn't do it and it's a Bob Drakes as well -expensive, "Not happy Jan". We tried to fit it over the hinge pins of the '36, the '49 and over the new pins which come with the new minors and the tool wouldn't fit over any of them. The hole diameter was say 14mm and needed to be drilled out to 15mm. There isn't a lot of meat on the sides of the tool so Neil welded some thin steel plate to the sides to keep the strength in the tool before drilling the hole. It worked as it should. The passenger door hinge was still very tight but we were able to get it out by using the tool. The driver's door was so much easier, probably from being opened and closed more often. The car looks great with the twin mirrors and we're very happy with the modified tool. Neil and I placed this Brain Teaser difficulty level as *Tricky*.

The latest Brain Teaser came unexpectedly last Friday. We wanted to drive the car out of the shed to give it a wash for the Sunday Run but it wouldn't start. It started and ran fine the last time that we drove it, so what could it be? We had fuel, we had air but we didn't have spark. We had volts at the ignition switch. We had volts at the Electronic Ignition Module. We had volts at the coil but still no spark at the plug. We swapped the Electronic Ignition Module for a new unit that Neil carries with him as a spare. We still had no

spark. We benched tested 2 coils one from the car and one that Neil carries with him as a spare and got a tiny spark on both. We were stumped.

We even went down the rabbit hole of doing, all the above multiple times and expecting a different result and therefore both of us suffer from insanity. At this point in time the difficulty level had gone from *Easy* to *Tricky* to *Ask a Friend*. So I called Wayne Lowe who was very helpful and patient and he gave us some ideas. The car still wouldn't start, so we decided to down tools for the day and enjoy the Run on Sunday in my modern. Of course the subject came up while we were all enjoying morning tea at the park beside the lake. Ideas were floated about as to what it might be but as Wayne suggested, we needed an expert to be on site with the car to diagnose it properly.

We had passed through the difficulty levels from *Easy* to *Tricky* to *Ask a Friend* in a very short space of time. There was nothing else for it but to *Call an Expert* the last level in the game, so a Mobile Auto Electrician was called in to diagnose the problem. He went through all the checks that we were able to do but was able to test so much more thoroughly than we could. He tested the Magnetic Pick Up in the Distributer on the car and in a new Distributer that Neil carries with him as a spare. He tested both coils and both Electronic Ignition Modules. If you haven't realized yet, Neil carries a spare everything, so everything was checked out by the auto electrician. We still had no spark. He didn't realize it but the auto electrician was playing the Brain Teaser game *Old Car* and was at the difficulty level of *Call a Friend*, which he did do but to no avail. He was becoming a bit rattled as time went by and his Man Bun was starting to go astray due to constantly scratching his head for answers. He checked for open circuits in the wiring looms and had continuity so it wasn't that. I'm sure that he had reached the last level in the game, *Call an Expert* but *he* was already there on site.

In the end he found it. The insulation on the wire leading down to the Magnetic Pick Up on the Distributer was worn down to bare wire where it passed through a hole and must have shorted out to earth, blocking the signal from the Magnetic Pick Up to the Electronic Module. After a patch job was performed the car started easily. The Auto Electrician couldn't pack up quick enough; he had been there a long time after all.

I do wonder though, if the Brain Teaser, *Old Car* was too much for him and he was looking forward to an *Easy* game of *Sudoku* !

## Board Meeting Minutes March 21, 2024

Location: Louisiana Cafe

In attendance were 14 men for breakfast, 8 men were board members, and 4 ladies. President Kent Tabako, Gary Rosenberger, Bill Gillies, Bill Blood, Bill Gay, Al Rehder, Joel Bergstrom, and Mike Erickson. Meeting called to order at 10:40 am.

A. Treasurer – Bill G. All bills paid and we are in the black.

B. Secretary – Gary R. Prior minutes were approved. Our Post Office box has been paid for 2024, cost \$182.00. A new key was ordered.

C. Membership - Gordy D. Gordy was absent but reported we have 58 paid renewal members so far for 2024.

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. Bill will not send out a roster to any club member who has not sent in their renewal. Plenty of warnings have been issued.

E. Upcoming Events

1. No April or May meetings have been planned.

2. Gentleman's Breakfast April 18, 2024, at the Louisiana Cafe location. A suggestion was made to hold the May 16, breakfast in Osseo. Details to follow.

3. A Spring Kick Off is being planned. Al Rehder has offered to have the event at his Condo Garage in Eagan. He is looking at May 18 (pending).

4. June 15 is National Drive Your V-8 Day.

5. June 17-21 Central National Meet-Auburn Indiana.

6. June 21-23 Back to the 50's

7. All Ford Picnic July 14 (pending)—Spire our host has changed its name to Blaze Credit Union. Bill Gay and Bill Blood head the committee for the show. We need to check on availability of facility, Insurance, and a permit. We have held the show before in their parking lot at Larpenter & Prior, Falcon Heights. Update to follow.

F. Old Business

1. The club trailer has been sold and paperwork issues have been resolved.

2. Veit Museum, Kent will call and see about a tour, possibly September?

3. Our green plastic fence is still for sale.

G. New Business

1. President Kent had a zoom meeting with National Club. Membership is dropping nationally. Down to 6,000 members.

H. Other

I. Membership Meeting – April, May 2024, postponed

J. Next Board Meeting – April 18, Louisiana Cafe

Meeting adjourned at 11:03 am.

Respectfully submitted by

Gary Rosenberger Secretary .

## Historic Ford Building in St. Paul Demolished

Brian McMahon 2/29/24

The Ford Motor Company was established in 1903 and within ten years its Model T car accounted for over half the cars sold in the United States. Sales were strong in Minnesota, as a 1913 Ford company newsletter noted, “From the very first the Northwest was a very good market for Ford cars. There is something about the hardy life of the farmers, most of them descendants of the Vikings, that led them to appreciate peculiarly the clean-cut strength of the Ford.”

To keep up with demand, Ford dispersed production to branch plants and service buildings around the country, including Minneapolis and St. Paul. This relieved rail congestion in Detroit and saved on transportation costs. Car parts made in Detroit would be efficiently loaded onto rail cars and then shipped to local markets where they would be assembled. Ford understood that the bitter rivalry between Minneapolis and St. Paul made it inadvisable to favor one city with a plant - so he decided to build two. Minneapolis received the larger plant, a ten-story structure at 5th Avenue and 5th Street, and St. Paul received the consolation prize, a three story “sub-assembly” plant at 117 University Avenue, at Rice Street. Both buildings were designed by John Graham, who was the architect for most of the branch plants. In some cities, there was also a local architect of record. In Minneapolis, the firm of Kees and Colburn was credited with designing the Ford plant, but in St. Paul, both John Graham and Kees and Colburn are listed on the building permit. The smaller sub-assembly plant in St. Paul was more ornate than most Ford plants in deference to its prominent location adjoining the new state capitol and its more sales-oriented purpose.

The three-story St. Paul building measured 100 by 150 feet and with its basement contained approximately 60,000 square feet. Its reinforced concrete construction utilized the Akme system of the Condron Company based in Chicago. A 1914 article in the St. Paul Pioneer Press, described a unique design feature, “a tile roof (was) constructed in such a way that cars can be tested, and worked out on top of the building, the walls extending nine feet above the tiling.”

The two multi-story plants in the Twin Cities quickly became obsolete with the introduction of the assembly line. The St. Paul building was then occupied by a series of Ford dealerships, including one owned by Merritt J. Osborn who would later establish the Ecolab Company. The state of Minnesota acquired the building in 1952 and used it for offices for over fifty years. In 2001 the State retained LHB Engineers & Architects to assess options for the Ford Building. Its report stated that, “The existing Ford Building is still a viable building,” concluding that preservation is, “The most cost effective scenario for the state to consider and pursue.” Nonetheless, the state announced plans to demolish the building, alarming preservationists who argued that virtually all Ford plants from this period were successfully adapted, including the one in Minneapolis. In 2005, the Minnesota Department of Administration convened a task force, known as the Ford Building Working Group, which was comprised of over fifty community representatives and elected officials. It explored a range of options, including demolition. Its final report declared that “The Ford Building has historical significance and should not be sold, moved or demolished,” emphasizing that, “The least costly scenario evaluated is Scenario #1 [preservation] in which the existing building is extensively renovated.”

The state demolished the historic Ford Building on February 5, 2024.

Brian McMahon is a trained architect who has written over forty articles on historic architecture, industry, and urban planning, and an award-winning book entitled *The Ford Century in Minnesota*, published by the University of Minnesota Press.



From the March Rumble Sheet

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@  
PioneerPress.com



## Mike Erickson Work Update

### 1937 Ford pickup

I have been working on the truck. The welding repairs are about 80% completed. I was able to salvage everything but the bed floor and front box panel. Found a brand new front box panel on Craig's list. I will have to purchase a new bed floor-guess I will take my wife on a vacation to Moberly, Missouri to pick one up!! That will be cheaper than the \$600 they were going to charge to ship it...road trip. I had to purchase the driver's side running board from Bruce N., as he had one in better condition than mine. After welding repair is done, I will have lots of hammer and dolly work to do. The frame repairs are complete and painted. Still plenty of work to keep me busy.

Mike Erickson



## Golden Quill Award Honorable Mention

I am proud to announce the Rumble Sheet has received the 2023 Golden Quill Award Honorable Mention.

In 2021, the Rumble Sheet (your newsletter) received the Golden Quill Award. Earning the Golden Quill Award had been a goal of mine since being Editor. To win these awards and recognition is no small achievement.

The Golden Quill Awards competition covers many different makes of cars clubs across the nation and globally.

In six of the eight years I've been editor and changed the format to a full page the Rumble Sheet has received Honorable Mention in 2018-2019-2020-2022 and now 2023.

With help from my wife Mary (IHE), Ron Long, Kent Tabako, Gary Rosenberger, Mike Erickson and other members, the goal is twelve pages each month. It can be a challenge - so I welcome any; articles, photos or new ideas.



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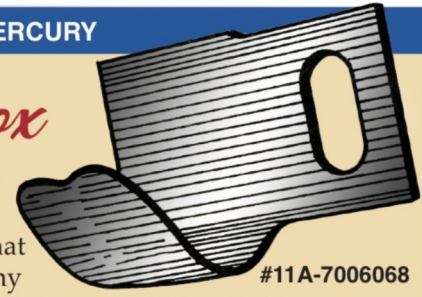
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