
Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

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2023 Golden Quill Award, Honorable Mention

Volume 52—Number 6—June 2024



R. Long picture



Inside...

- No June Meeting!
- Lynn Erickson, How To Use The Web Site, Rumble Sheet
- President's Letter, Looking For Ideas In June Drive Your Ford Day
- All Ford Picnic Still Has Need For More Help, Sign Up!
-

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

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Happy Birthday

June 10	Gary Weyrauch
June 16	Keith Hillstrom
June 21	Jim Ringstad
June 30	Gisela Sorvig

GEEZER BREAKFAST 3rd Thursday of the Month

Lynde's Restaurant, 209 Cty Rd 81,
Osseo, 763-424-3696. Thanks to
Kent for setting this up.



Looking Ahead- Membership Meeting

NO JUNE MEETING

Using The Rumble Sheet by Lynn Erickson

Have you ever read a Rumble Sheet article and thought you'd remember the tip you read about; only to find out your memory isn't what it used to be? Well, we have a solution for you!

Did you know that you can find copies of Rumble Sheets dating back to 2006 on our website? In addition to past Rumble sheets, you can find membership information, vendor reviews from members, parts suppliers used by members, names of board members, a photo gallery of club cars, both past and future club events. If you click on a past event, any pictures related to that event are there for your viewing pleasure!

We would love for you to visit our website: www.tcrGV8club.org and give us feedback. If you have photos you would like to share, you can send them to Lynn at mikeandlynn@northlhc.com.

President's Letter

The TCRG "Spring Kick-Off" event was super! We had forty-one TCRG V-8ers in attendance, the largest gathering we have had in a long time. Even the August "Pie Day" has never exceeded that!

We thank TCRG members Ian Hardgrove and Al Rehder for sharing their awesome garages and car collections with us. Thank you also to Mary and Bill Gillies for arranging our lunch, Ron Long for reminding members of the event by email, and all the board members, for making the event a success.

Our June breakfast meeting is at Linde's Restaurant, 209 County Road 81, Osseo, MN., all are invited.

If anyone has an idea for a June 15th "Drive Your Ford Day" tour, please contact one of the board members and we will try to make it happen.

Kent Tabako, Pres.



One of the oldest books in the book case is “Henry Ford An Interpretation” by Samuel S. Marquis. This book was printed in 1923 in Boston by Little, Brown And Company “I have known Henry Ford for twenty years”, Said Dr. Marquis, Ford’s former Pastor and one time head of the Sociological Department of the Ford Motor Company. “Personally I am more interested in the operations of that mental machine which he carries under his hat than in all that other machinery of iron and steel massed under those vast buildings in Highland Park and on the banks of the Rouge. I know of no study more absorbing than the Ford Psychology.”

This sincere, honest and candid study of one of the most famous of living men, and one of the least understood, is a notable literary achievement.

Chapter 12, The Ford Executive Scrap Heap, talks about the original stockholders who financed Mr. Ford in the beginning. Not one of them is associated with him in the business to-day. John S. Gray, stockholder and first president of the company died in office.

Ford, a minority stock holder in the beginning, gained control with the purchase of the Malcomson stock. He was for two years treasurer and in reality was the organizer and founder of the company.

Years later, Ford acquired the stock that remained with the original holders; James Couzens, John F. Dodge, Horace E. Dodge John W. Anderson, Horace H. Rackhman, the Gray brothers.

Chapter 18 is about Edsel Ford. His father trained Edsel for management of the business. Edsel did not go to college. During WW1 and Edsel was needed to run things even though he was called a coward, pacifist and slacker. “He is a kind of man that men want to see succeed, for there is in him the kind of spirit that guides private wealth in channels that makes for social and industrial betterment.” said Samuel S. Marquis.

Torque tube,

Scan from 1937 Manual of Driving and Maintenance for Mechanical Vehicles (Wheeled), Via HMSO& part Of OPSI. The diagonal radius arms are discretionary.

A torque tube system is a power transmission and braking technology that involves a stationary housing around the drive shaft, often used in automobiles with a front engine and rear drive. The torque tube consists of a large diameter stationary housing between the transmission and rear end that fully encloses a rotating tubular steel or small-diameter solid drive shaft (known colloquially in the U.S. as a "rope drive") that transmits the power of the engine to a regular or limited-slip differential-VA The purpose of a torque tube is to hold the rear end in place during acceleration and braking. Otherwise, the axle housing would suffer axle wrap, such that the front of the differential would lift up excessively during acceleration and sink down during braking. Its use is not as widespread in modern automobiles as is the Hotchkiss drive, which holds the rear end in place and prevents it from flipping up or down, during acceleration and braking, by anchoring the axle housings to the leaf springs using spring perches.

The "torque" that is referred to in the name is not that of the driveshaft, along the axis of the car, but that applied by the wheels. The engineering problem that the torque tube solves is how to get the traction forces generated by the wheels to the car frame. The torque moving the wheels and axles in a forward direction is met with an "equal and opposite" reaction of the axle housing and differential, making the differential want to spin in a reverse direction, in the same way that a cyclist "pops a wheelie"* lifting the bicycle in the air in the opposite direction from the turn of the wheel The essential problem is how to keep the differential from rotating during acceleration and braking, The torque tube solves that problem by coupling the differential housing to the transmission housing and therefore propels the car forward by pushing up on the engine transmission and then through the engine mounts to the car frame, with the reverse happening during braking. In contrast, the Hotchkiss drive transmits the traction forces to the car frame by using suspension components such as leaf springs or trailing arms.

A type of ball and socket joint called a "torque ball" is used at one end of the torque tube to allow relative motion between the axle and transmission due to suspension travel. Later American Motors Rambler models (1962 through 1966) used a flange and cushion mount in place of the ball and socket's) Since the torque tube does not constrain the car's body to the axle in the lateral (side-to-side) direction a panhard rod is often used for this purpose. The combination of the panhard rod and the torque tube allows the easy implementation of soft coil springs in the rear to give good ride quality, as in Buicks after 1937. Before 1937, Buicks used leaf springs, so the panhard rod was not used though the torque tube allowed a cantilever spring suspension, which gives a softer ride than a center-mount axle on the leaf spring, as required by the Hotchkiss setup.

In addition to transmitting traction forces, the torque tube is hollow and contains the rotating driveshaft. Inside the hollow torque ball is the universal joint of the driveshaft that allows relative motion between the two ends of the driveshaft. In most applications the drive shaft uses a single universal joint which has the disadvantage that it causes speed fluctuations in the driveshaft when the shaft is not straight. The Hotchkiss drive uses two universal joints, which has the effect of canceling the speed fluctuations and gives a constant speed even when the shaft no longer is. VB-powered models of the 1963-1966 AMC Rambler used a double-Cardan constant velocity joint to eliminate driveshaft fluctuations, six-cylinder and earlier V8 models used only one standard universal joint

The torque tube design is typically heavier and securely ties the rear end together, thus providing for a

Torque Tub (Continued)

rigid rear end and assuring good alignment under all conditions However, because of the greater unsprung weight of the torque tube and radius rods, there may be a -little hopping around of the rear end when cornering fast or on washboard roads"

Thanks to the "RUMBLES" newsletter for this article

Thanks to the Queensland Early Ford V8 Club RG #157

SOME TECH STUFF

WHAT SIZE CONDENSOR ?

Re: Capacitor Confusion

Theoretically, it depends on the coil. Modern coils usually use a condenser with a capacitance in the low to mid .20 microfarad range. The older coils used a condenser of a higher value (usually in the mid 30's). It also depends on engine speed; higher engine speeds work best with higher capacitance.

Actually, they will work over a wide range of capacitances; the variable will be point life. Over or under capacitance will cause gradual material transfer from one point surface to the other, The only practical way to tell if there is a problem is to check the condition of the points after several thousand miles. In the final analysis, the car will run fine over a wide range of capacitances and you shouldn't worry about it except in the case of extremely rapid point wear. When I was developing my "Trash Can t' replacements, we tested capacitances as low as .07 microfarads. I have some Mallory "Bus

Capacitors" (They look like over-sized "Trash Cans" except they have stainless steel cases) rated at .45 microfarads. They all work just fine. The problem these days is the questionable manufacturing processes that cause many units to fail
"right out of the box",

My "Trash Can 't units are rated at .22 microfarads because just about all coils used these days are current technology,

Thanks to "TUBMAN" from the Ford Barn for this one. It's very valid comment.

Some members may recall an article I wrote in this magazine about point burn/pitting on my 1938 pickup truck. It turned out I was using a 30 mfd capacitor with a 12 volt high performance coil.-Ed.

Borrowed from Australia , Queensland Early Ford V8 RG # 157

Location: Louisiana Cafe

In attendance were 15 men & women for breakfast, 9 men were board members, and 6 ladies. President Kent Tabako, Gary Rosenberger, Bill Gillies, Bill Blood, Bill Gay, Al Rehder, Joel Bergstrom, Gordy Ditmanson and Mike Erickson. Meeting called to order at 10:39 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, a new key for our box was ordered 2 months ago.

C. Membership - Gordy D. Gordy reported we have 62 paid renewal members for 2024. A roster will be printed soon.

D. Editor - Bill G. The editor would like to hear from the membership. How about some input and ideas for articles. 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 May meeting at the church has been planned. However, our Spring Gathering will be held on May 18, at Eagans Motor Plex. We will meet on that Saturday from 11 to 4 pm.

2. Gentleman's Breakfast May 16, 2024, at the Louisiana Cafe location.

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

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

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

6. 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. The committee is working on details, Insurance, and a permit. They are discussing the number of biffies as 2 cost \$500. A possible change of the food offered by the food truck. A motion was made to drop the buttons that are passed out each year. In a vote of 5-2 the buttons were dropped. Our club must pay a \$100 permit fee to the city to hold the show and then Mike E. can get insurance from the national club. A discussion was held on the future of the All-Ford Picnic and the date change. The first Sunday in June has a lot of competition, so a change was made. The club will revisit the issue after this year's show.

F. Old Business

1. Our green plastic fence is still for sale.

G. New Business

1. National membership is down to 6,000 members. Our club is down from 79 to 62 members.

H. Other

I. Membership Meeting – May 2024, postponed

J. Next Board Meeting – May 16, Louisiana Cafe

Meeting adjourned at 11:35 am.

Respectfully submitted by

Gary Rosenberger Secretary .

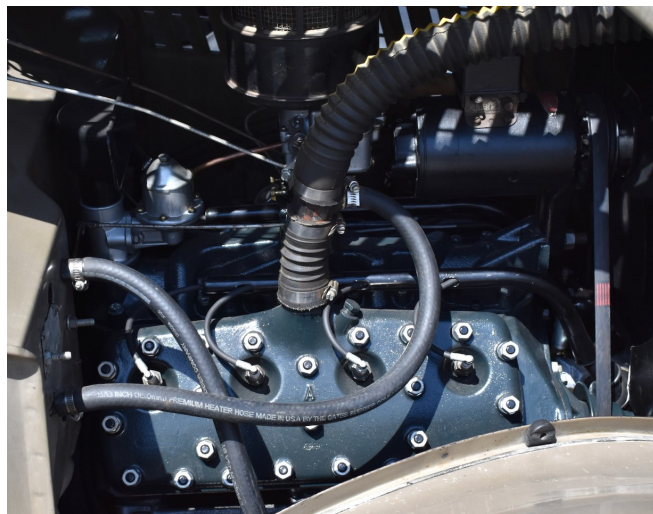
May 18th Event in Eagan Pictures by R. Long



Box lunch provided by the club, A thick sandwich, chips and a cookie from Nelson's cheese and sandwich shop of Nelson Wisc. No complaints were heard!



Ian's original 1935 coupe and the unique way to get heat in the colder months.







Left, is Al Rehder's Car under construction keeping the mechanical brakes.

Right, is a bunch of members standing in the hot sun talking cars.
Ed, pictures



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49-50 Coupe & 2 doors offer

47 coupe project offer

36 banjo wheels 35 wire wheels 16" beauty rings, Banjo steering wheel

Spring shackles, 35 V8 hood ornament

3 new Mallory dual distributors, 46 steering wheel

Model "T" grill 35-36 Bumper brackets

49-50-51 parts

Tom Donahue 612-799-8017

STILL FOR SALE

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-



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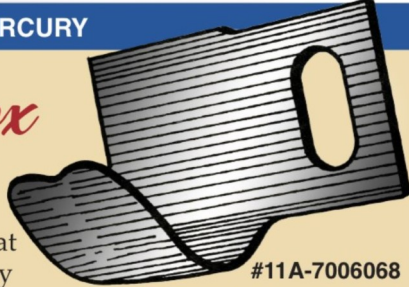
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