
Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

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Volume 52—Number 7—July 2024



CELEBRATING THE FOURTH OF JULY

- Cover Picture From Gary Rosenberger
- From The Bookcase - A Book By H.G. Felson, "Hot Rod"
- Common Motor Vehicle Myths From the RG 160 The Crankshaft
- The History Of The Car Radio From the March Issue Of The Headliner
- Noted In Old Cars Publication, Club Clips, Gary Rosenberger's Article

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

July 1	Jeff Dolan
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July 16	Chester Reitan
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July 20	Steve Krech
July 24	Walter Duffy
July 29	Jon Crumpton

GEEZER BREAKFAST 3rd Thursday of the Month

**Louisiana Café
Selby & Dale
9:00 AM**



NO JULY MEETING

President's Message For July

Did you make it to the “Back to the 50’s”? The rain kept me away on Saturday, but I made it to the swap meet on Sunday for a few hours. I think the attendance was a bit low on Saturday because of the rain, but on Sunday the traffic was heavy, and the fairground was quickly filling.

The Early Ford V-8 Club’s Central National Meet is over, and it has been reported that there were two winning cars from the TCRG. Congratulations to Jeffrey & Marie Dolan, their ’32 Ford two door won second place in the prewar display, and to Mike and Lynn Erickson, their ’37 Ford two door won first place in the touring display.

Our July event is the All-Ford Picnic, and it’s coming up fast. Please plan on attending, we need your support on this one.

The TCRG & Mini Birds of Minnesota All- Ford Picnic and car show is Sunday, July 14th, at the Blaze Credit Union, (Same place as the last two years, Just a new name), 2025 Larpenteur Ave West, Falcon Heights, MN 55113. The gate will open at 8:00 AM and close at 3:00 PM. All Ford product vehicles are welcome. There will be a food and beverage truck available. Alcoholic beverages are not allowed on the premises. Admission for show cars is \$10.00, paid at the entrance. Spectators and swap meet spaces are free.

Friday, August 2nd is the next event we will be attending, the Braham, Minnesota “Pie Day, Car Show, Craft Venders and music show”. There are no admission charges. Bring your V-8 or your everyday car, and your lawn chairs so you can relax in the shade and eat your pie.

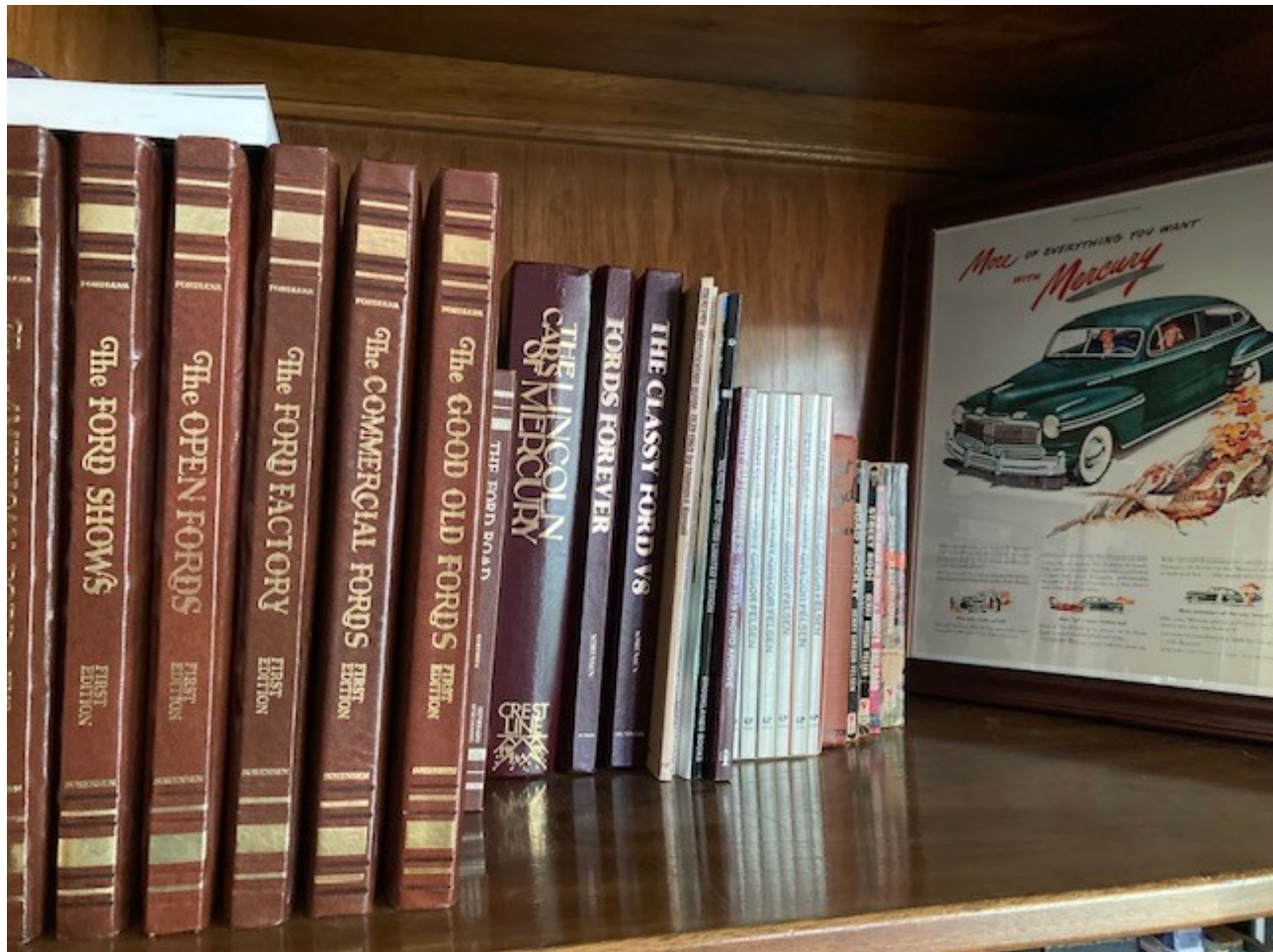
Braham is located about 48 miles north of the intersection of highway 65 and 125th Ave NE, Blaine MN. Travel north on highway 65 for about 45 miles and turn right on highway 107 for three miles to Braham.

Some of us stop for breakfast at 8:00 AM at Perkins in the N/W corner of 125th Ave and highway 65.

Hope to see you there!

Kent Tabako

From The Bookcase



One of the first books I remember reading was *Hot Rod* by Henry Gregor Felsen printed in 1950. On the fly sheet it says, “The problems in this book are true. The characters, places and accidents are fictional. The teen-age rodeo described is based on a similar rodeo devised by The Des Moines Safety Council, and is described with their permission.”

Bud Crayne was a lanky, raw-boned boy of seventeen, so the description goes whose parents died while he was in grade school. He hung out at the local gas station where he worked, and built '39 Ford. The book is about Bud and his '39 Ford with a Mercury engine and going fast on Iowa roads. His friends drove Plymouths, Hudson's and Chevy's and were challenged by an “S” turn into town.

His squeeze was LaVernre Shuler who road with Bud and kept track of times as Bud drove.

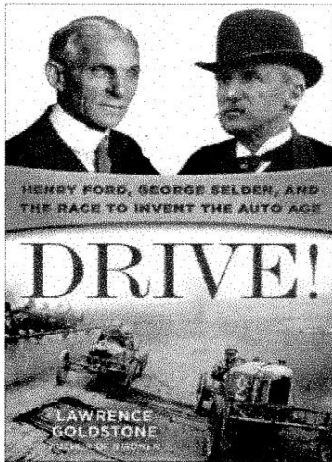
The big thing was 30 minutes to Treton that all the boys thought was impossible to do. Bud and LaVerne made it in 29 minutes and 10 seconds. They ran stop signs, sped through towns, and even beat the Rock Island passenger train and the gates were coming down.

Highway Patrolman Ted O'Day tried to keep watch over Bud and the boys of Avondale and their driving habits.

The author wrote six books about cars and teens and in 1990 all six books came out in a set, Worth the read but not the price at \$100.00 each book.

The June 15th issue of Old Cars , Club Clips, noted Gary Rosenberger's article in the April issue of the Rumble Sheet. I sent Gary a copy of the article who responded " I forgot I wrote that article. It is good somebody is reading our stories. " The article was about cousin Clem and the Waverly electric automobile. Gary said he'd have to write more stories about cousin Clem in the future. Thank you Gary for the story and the contribution, always looking for anything from the membership..

An interesting Book That Starts In The Beginning Of The Automobile Age



Drive!

Henry Ford, George Selden, and the Race to Invent the Auto Age

Goldstone, Lawrence, 1947-

★★★★☆ (5 ratings)

📖 Book, 2016

Drive! is the most complete account to date of the wild early days of the auto age. Lawrence Goldstone tells the fascinating story of how the internal combustion engine, a "theory looking for an application," evolved into an innovation that would change history. Debunking many long-held myths along the way, Drive! shows that the creation of the automobile was not the work of one man, but very much a global effort. Long before anyone had heard of Henry Ford, men with names like Benz, Peugeot, Renault, and Daimler were building and marketing the world's first cars.

MYTH # 1: Electric cars use less energy than gasoline vehicles. Electric vehicles use more energy than a comparable gasoline vehicle because they are heavier

MYTH # 2: Increasing the compression ratio will always result in increased power. Diminishing returns with ratios over 8:1. Timing adjustments required - overheating may result.

MYTH # 3: Flathead V/8's vapor lock. In many cases, the ignition coil is the problem - Cranks but will not start. If the fuel pump & coil are near factory specifications - no vapor lock will occur

MYTH # 4: Flathead V/8's Overheat. They will overheat if the radiator is filled with sludge or the fins are not contacting the tubes - if the fan belt is slipping or if the ignition timing is off - otherwise no overheating will occur.

MYTH # 5: An engine should be judged by its horsepower. Torque is a more important figure than horsepower - also the RPM that the horsepower and torque figures occur. Flathead V/8's have plenty of torque at low RPM & therefore feel lively. In general torque will give acceleration - horsepower will provide top speed.

MYTH # 6: 12 volts are twice as good as 6 volts. 6 volts are just as good as 12 volts. Many of our early Fords have cheap replacement battery cables and bad terminals. There are advantages to a 12 volt system – i.e. adding accessories, getting a boost on the road etc.

MYTH # 7: Dual exhaust gives superior performance over single exhaust. Dual Exhaust only helps at higher RPM. A test done by Motor Trend in the early 50's found that there was very little difference in max hp or torque when cars like an 850 Mercury or an 850 Oldsmobile were tested first with single exhaust and then dual exhaust at factory speeds

MYTH # 8: Put your tail gate down for better gas mileage. Tests found that Turbulence (Separation losses) occur behind the cab and not at the tail gate. Leave your tail gate up!

MYTH # 9: Disc brakes perform better than drum brakes. Factory drum brakes will stop a car just as quickly (or quicker) in a panic stop. However, they do tend to fade with severe use. You can never turn brake drums without also shaping the new shoes to suit the new drum diameter. Otherwise brake performance will suffer a great deal. Disc brakes are used exclusively today because they are inexpensive to make, to install and service. The coefficient of friction is typically a bigger factor with drum brakes than with disc brakes.

MYTH # 10: Radial tires are always better than bias tires. Generally true but a car designed for bias tires will steer better at low speeds. When a car designed for bias tires has the front end properly aligned (no sagging springs etc.) is equipped with quality new bias tires they will give satisfactory performance and look better as well. Some old vehicles simply perform better with radial tires.

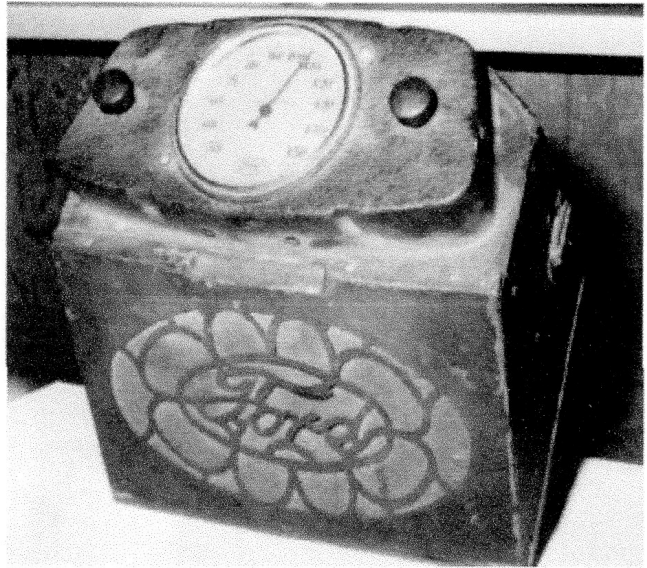
MYTH # 11: Most used Flathead V/8 engine blocks are cracked and are junk. Virtually all flathead have minor cracks that are of no consequence. Doesn't mean you shouldn't check with all available tests as to whether your block has large enough cracks to cause leaking issues.

MYTH # 12: Electric vehicles use less energy than gasoline vehicles. Electric vehicles use more energy than a comparable gasoline vehicles because they are heavier. Many people believe that plugging in an electric car is like plugging in a trouble light. In fact, they take hours of heavy draw on a 230 volt A/C supply. Some sources say that they actually cause more pollution than a gasoline vehicle.

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. Here's the true story: One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work they took it to a radio convention in Chicago.



1933 Ford Radio

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up.

He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems. When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest.

In 1930 it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

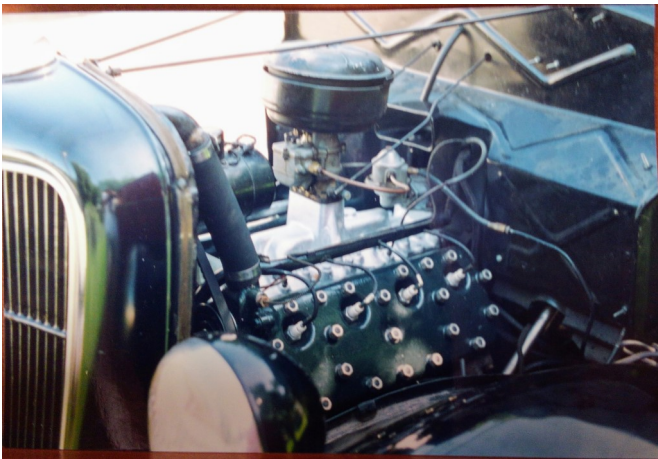
Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio - The Handie-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world, and it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Incidentally, it all started with a woman's suggestion!



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From the May/ June V8 Times

Twin Cities Minnesota RG#46

Our regional group started out 2024 with a Spring get-together on May 18. We could have had a gathering in January this year as we lacked snow, and temps were in the 50's at times in the Twin Cities. We thought it was a trick from mother nature, but it seems it will be the new norm. With all the money we save on heating our homes we can drive our cars more often. Our club gathered at Eagan Condo Garages, home of the Eagan Car Club. Their club's mission statement says, "a space to relax and enjoy your collection. A series of garages built with the intent to store one's collection and provide a place to work on your classic autos. Two members of our V-8 club, Ian Hardgrove has 4 garages and Al Rehder has 2 garages. They were kind enough to open their garages and collections plus their clubhouse for us to gather. We had time to inspect the cars and catch up on our daily life and health care options. Lunch was provided by our club and was prepared by Nelson Cheese and Deli. We ate in the club house and after lunch we retired to the outdoors for a short meeting under the blue skies. Club president Kent Tabako led the meeting thanking everyone for coming out. Forty lunches were served, and we had a few visitors stop by. It was a delightful day and a great way to kick off our touring season. We would like to thank Bill and Mary Gillies for ordering the food and to those who helped setting up and tearing down the table and chairs. We are so blessed to still have gas and the freedom to drive our early Ford V-8's.

Gary Rosenberger, Secretary Twin Cities, MN Regional Group #46

Thanks Gary for sending it in to the Times.

New to The TCRG

Jeff and Dawn Marie Dolan have recently joined the TCRG. Jeff is a mediator and civil administrator, but is a speed racer at heart. They have a 1932 Ford Tudor with an early 40's flathead that has seen track action, and they have family connections with drivers who have set land speed records in early Ford Flatheads at Bonneville. Dawn Marie is also an enthusiast while still working as an accountant. The Dolans have member number 572 and their particulars are included in the new Club Roster. The All Ford Picnic in July might be a good time to meet them and get a look at this practically perfect and storied '32.

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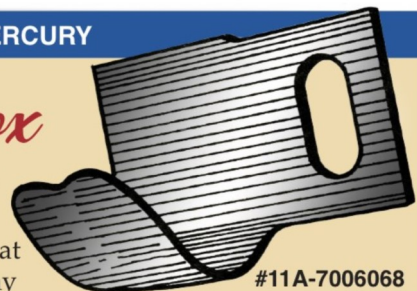
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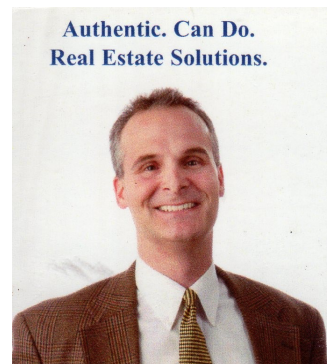
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Twin Cities Regional Group
Early Ford V-8 Club of America
P.O. Box 20236
Minneapolis, MN 55420