
Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

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Volume 53—Number 1—January 2025



Ace Allgood and his 1934 Ford Cabriolet at the Pacific Ocean



Inside...

- January: No Meeting
- Annual Dues Are Due, Please Send Your Monies To Gordy Ditmanson
- Ace Allgood Recounts His Cross Country Trip At The December Lunch
- Happy Holidays From The Editor & The In House Editor

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. **On Hold For Now.**

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

January 1	Ron Long
January 1	Lynn Erickson
January 2	Dwight Maxa
January 15	Mary Helling
January 29	George Baker
January 30	Liz Long

GEEZER BREAKFAST 3rd Thursday of the Month

Louisiana Café January 16th
Selby & Dale
9:00 A M
Wives Welcome



2025 Ford Calendar

NEW!! 2025 Early Ford V-8 Club
Calendar !

Be sure to look at July, as Mike's
1937 Slant Back is pictured.
Order from the online store under
Media Category. \$10.00



January President's Message

TCRG "GET TOGETHER"

We had twenty-two members attend the TCRG "Get-Together" luncheon at the Roseville Axel's restaurant on the fourteenth of December. A good number, considering the threat of snow and slippery roads that afternoon. It turned out to be a fine afternoon with good food and entertainment.

Ron Long brought his TCRG photo collection and displayed photos on the giant smart tv in the background to watch as folks visited. Ron's photo collection goes back nearly forty years and gives a rather good history of the club members, cars, and events and is interesting to watch.

After our meal we had another interesting treat on the giant TV. TCRG member Ace Allgood recently made a trip to California, via route 66, alone in his 1934 Ford Cabriolet and documented his trip with photos as he went along. His trip was not without purpose. He was tracking a trip that his grandmother had taken on Route 66 in her new '34 Cabriolet back in the day! Ace shared his photos and told us of his experiences along the way such as driving in the rain with one windshield wiper, driving at night with dim lights, and even getting snowed on.

It was a fun and interesting "Get-together"!

THANK YOU, MARY & BILL!! For setting up all of this event for us!

2024 TCRG V-8 Club Holiday Get Together!

On Saturday, December 14th twenty-two members gathered at Axel's Restaurant in Roseville for a Holiday Lunch and presentation from member Ace Allgood on his incredible road trip from Minnesota to California in his 1934 Ford Cabriolet. As we shared a delicious meal, Ace regaled us with tales of his adventure.

A year or two ago Ace had the idea to retrace the same road trip route his grandparents had taken on their honeymoon in a brand new 1934 Ford, a cross country drive from Minnesota to California.

Ace found a similar 1934 Ford Cabriolet in Missouri and drove it to Minnesota. He had Kent and I look over the car and told us the plan for his ambitious trip. We weren't sure what to say other than "Good luck!". Over the next year, Ace drove the car regularly to Geezer Breakfast and just about anywhere else. He took it on a test run to Alexandria, MN and back. It was a four-hour drive about 266 miles round trip and all went well, so he was confident the car was ready to go.

On a rainy day at the end of November, he set off on his adventure, and over the next two weeks, he sent updates and pictures from the road. Surprisingly he made it all the way to Santa Monica, California without a problem. However, he did ship the car back to Minnesota as he had enough driving in a 1934 Ford.

At lunch, he shared pictures and stories from his adventure. He did a wonderful job and it was great to hear all about it. For a video recap, you can watch his trip on YouTube.com.

Just type in the following link: [www https://shorturl.at/ZdVAq](https://shorturl.at/ZdVAq)



2024 TCRG V-8 Club Holiday Get Together!



Club News

Looking for Leadership

For 2025 we are at a critical point in keeping the club going and having members participate in club leadership. As of now, we do not have any members interested in becoming President or Vice President for the next year. In 2024 we have found that regular attendance at the Geezer Breakfast allows us to also conduct board meetings and discuss any club business. We no longer hold monthly meetings so the time commitment is less. We would love to see the club continue and are looking for suggestions on how best to keep the club moving forward.

The Board Members who have agreed to continue in 2025 are Treasurer, Editor, Membership, Sunshine Lady, Media Director and Webmaster - Thank you!

Early Ford V-8 Club National Driving Tour



Early Ford V-8 Club National Driving Tour "Hidden Treasures Tour" Southern Minnesota and Northern Iowa August 5 to 9, 2025

When you travel the back roads, you never know what you will find. This National Driving Tour will take you to some of them. We will be spending multiple days, with new destinations and sites everyday, traveling the back roads, the two lanes of rural southern Minnesota and northern Iowa. Just what our Early Ford V-8s were designed for. We hope you agree and want to come along.

Tuesday August 5 Wednesday August 6	Week Itinerary # Rochester MN, arrival, check-in, Get-Acquainted dinner. Rochester MN, Mayowood Mansion, Clear Lake IA, Surf Ballroom, plane crash site, spend the night. About a 110 mile day.
Thursday August 7	Okoboji IA, Okoboji Classic Cars, Worthington MN, Spomer Classics, spend the night. About a 160 mile day.
Friday August 8	Walnut Grove MN, Laura Ingalls Wilder Museum, lunch in Springfield MN, New Ulm MN, Minnesota Music Hall of Fame, August Schell Brewery & Museum, Farewell Get- Together. About a 130 mile day.
Saturday August 9	Goodbyes and head back to our homes.

Registration information and form will be available soon

Early Ford V-8 Club web site www.earlyfordv8.org/Upcoming_Events.cfm
or by writing:
Hidden Treasures Tour
2887 W Owasso Blvd
Roseville, MN 55113.

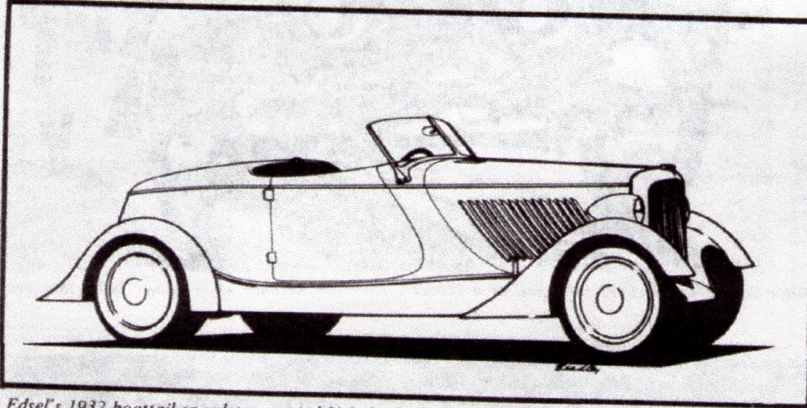
Nightly Hotel registration information will be available with your paid registration.
Sorry no new registrations or refunds after July 15, 2025.

We look forward to seeing you and your Early Ford V-8 traveling the back roads of
Southern Minnesota and Northern Iowa.

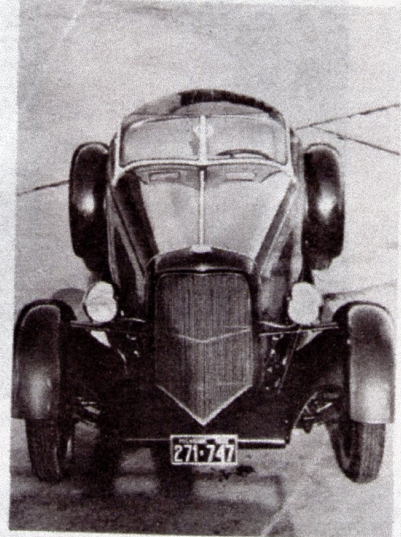
Bruce Nelson
Hidden Treasures Tour Chair

All information is correct at the time of publication

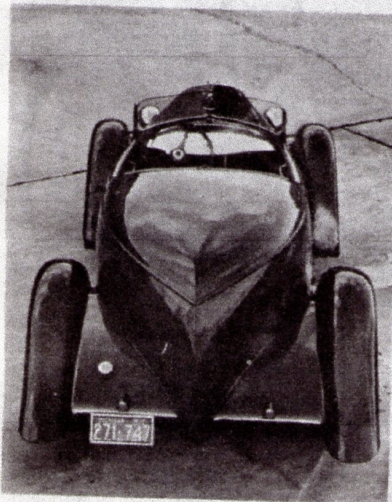
EDSEL FORD'S HOT RODS



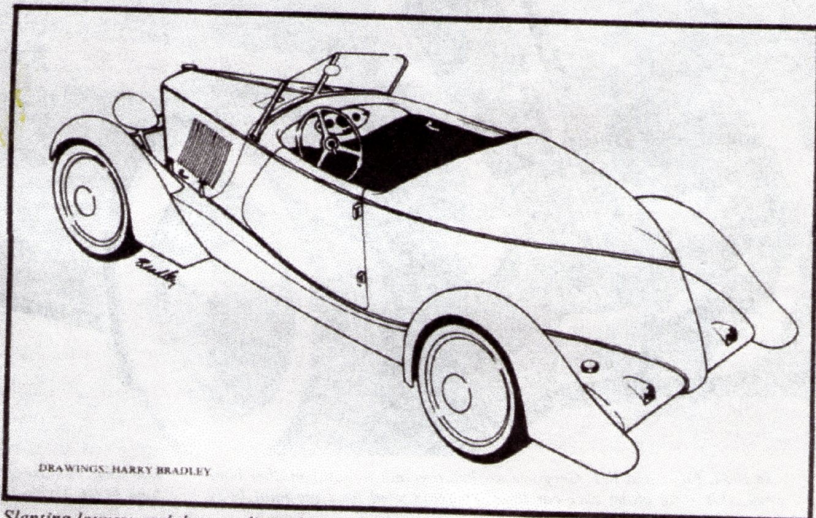
Edsel's 1932 boat-tail speedster carried V-8, had aluminum body, no running boards, smooth lines.



Car used B grille, with bars giving proW effect.



ProW effect repeats. Whether decklid opens is not known. Low tail lights keep rear uncluttered.



DRAWINGS: HARRY BRADLEY

Slanting louvers and door outline add to rakishness, as do wheel covers. Hood extends back to the windshield, incorporates twin vents. If the car had a top, it stowed out of sight beneath rear deck.

WHEN HE WAS 16, Edsel Ford built his first hot rod. He called it a speedster and made it look low and rakish. Not much is known about that car except that it had six cylinders and that Edsel cut off the tip of one finger on a lathe while building it. Whether it's the car shown here isn't certain—probably not.

Edsel Bryant Ford almost always lived in his father's shadow—so much so that we know relatively little about him today. No one has ever written a full-scale biography. Recent jokes about the Edsel car occasionally tend to make people think about the man the same way. But Edsel Ford's too-brief career was anything but humorous.

In 1919, at age 25, his father made him president of Ford Motor Co., a title that amounted to legal fiction. Henry ran the company his own way and made the major decisions. During his

24 years as president, Edsel remained pretty much under his father's thumb. Yet he always strove to improve the basic product.

Mr. Henry Edmunds, director of the Ford Archives, writes, "He was responsible for many good things in the Company's history: insistence on verve and dash in product styling, on a reliable and safe product, on fair and courteous relationships with dealers and the public. He possessed an unquenchable sense of fitness, an insistence on doing the right thing. A single instance among many would be his little-known achievement in making Ford Overseas a strong segment in the Ford marketing empire."

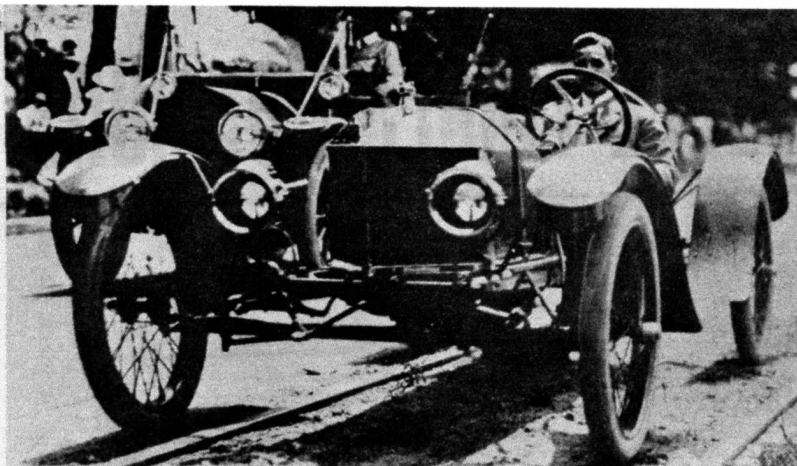
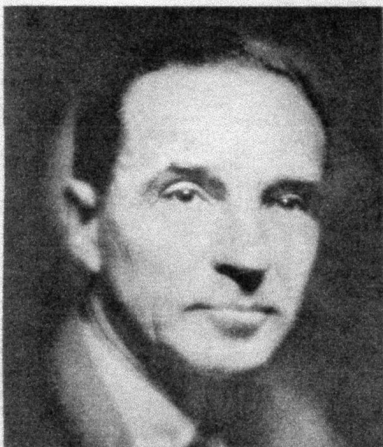
"He did all the essential things that Henry refused to do, and consequently held the Company together during several crisis periods in the 1930s. In true retrospect he seems less a tragic figure than popularly supposed. Without

him, the Company might never have attained the solid image it has today."

Edsel enjoyed cars—especially car design. It was his hobby as well as his specialty. He had other hobbies: photography, fast boats, painting, and sports, but cars remained his lifelong favorite. This love must have gone back to an early admiration of his father.

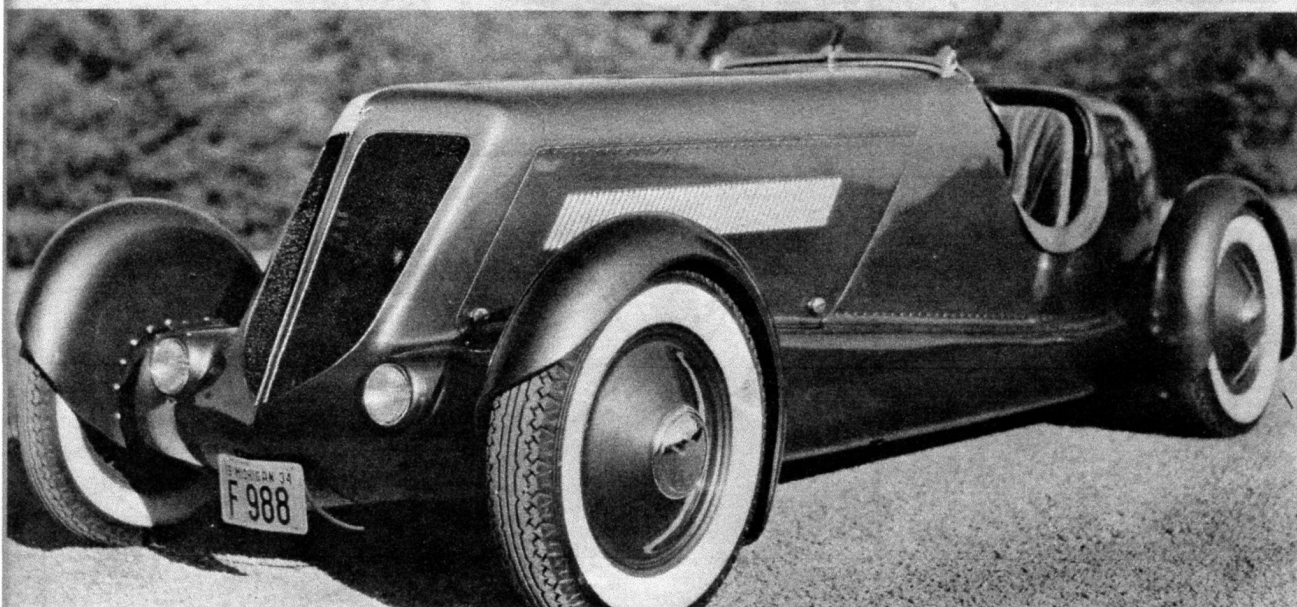
During childhood, Edsel and Henry worked on cars side by side. Later, Edsel became more fascinated by the shapes of automobiles than by their inner workings. In his teens, he built several speedsters, mostly T-based. He was simply indulging in a common pastime of the day, one shared by quite a few young men with money, the difference being that Edsel had an unlimited supply of parts.

During the Model T's heyday, Edsel began to keep a scrapbook of the car designs he liked best. These tended to be the larger, more exotic



These photos show Edsel as president of Ford Motor Co. (left) and behind the wheel of a Model T speedster he built when he was in his late teens.

PHOTOS: FORD ARCHIVES, HENRY FORD MUSEUM



In 1934, Edsel and E.T. Gregorie worked together to build another boat-tail, this time along race-car lines. It again used an aluminum body, had twin windscreens, mesh grille, low headlamps, cut-down doors, long hood. Cycle fenders were formed from single pieces of aluminum.

European makes—Rolls, Hisso, Benz, Daimler, Minerva, Itala, Mercedes, etc. Later Edsel began to paste in pictures of coachbuilt customs on the Model T chassis, mostly British, like those by Offord & Sons. Around 1918, he added 1-off American specials like Vanderbilt's custom Locomobile, George Brokaw's Marmon canoe roadster, William Wrigley's semi-touring, and a unique Hispano-Suiza phaeton he himself had helped design. He would draw circles around such items as the split windshield of a French Ballot GP car or the sweeping fender line of a Vauxhall.

In 1922, Edsel said, "Father made the most popular car in the world. I would like to make the best car in the world [Lincoln]." In 1926-7 it was Edsel who guided the styling of the Model A and gave it the mini-Lincoln look. Henry was too busy straightening out the innards to worry about the A's outlines. Or any car's outlines—

frankly he didn't care what a car looked like as long as it did what he wanted it to. E.T. Gregorie has noted that under Henry Ford, "...no one ever got a chance to see what a car looked like until they'd hammered together a prototype. The front end of the car—grille, fenders, lamps, and so on—was treated as part of the chassis."

Edsel regularly had cars built for his personal use. Some were Lincolns, but when he wanted something sprightlier, he chose Fords. One was a special dual-cowl phaeton on the 1930 chassis. This was designed together with Ralph Roberts of Le Baron and was built by Briggs Body Co. Records are unclear, but this might have been the experimental 400-AX, a model that stood between the A and the B.

Soon afterward, Edsel, together with Gregorie, built a 1932 Ford V-8 boat-tail speedster. This beautiful little car had quite a number of

radical features for its time: an all-aluminum body, pantalooned fenders, bullet headlamps, no running boards, a raked split windshield, twin cowl vents set into the extended hood, a very smooth exterior, and a V'd grille shell. Mr. Gregorie recalls, "The 1932 V-8 was built on a standard chassis—the aluminum body and fenders were built partly at the Dearborn engineering lab, with trim, paint, and final finish done at the Lincoln plant."

Then in 1934, Edsel called on Gregorie to build him another speedster. It again had an aluminum body, but this time it stood a good deal lower than the '32. Headlights were mounted at axle height, there were twin windscreens, no doors, and the overall effect was that of a pure racing car. This speedster was built during the summer of 1934 under Gregorie's supervision at the Ford airplane shop. It used standard Ford running gear.

continued

Edsel's Hot Rods

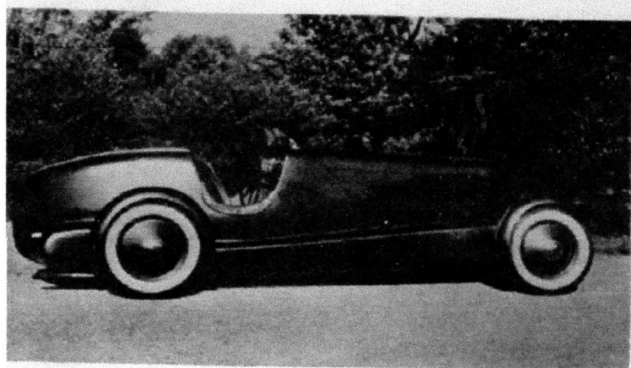
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Edsel Ford had no intention of producing any of these cars in quantity, and for the most part he kept them out of his father's sight. He garaged them inside a gardener's shed at his home. In 1940, he brought the 1934 car back to Dearborn for modifications to the grille and reupholstery.

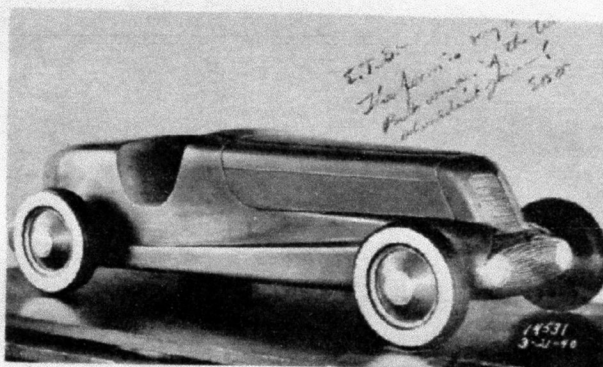
Edsel, of course, became the guiding light behind Ford's styling section. The Continental became his crowning achievement, but he also saw the Zephyr and most other pre-war Fords through their various stages of body design. Edsel died in 1943 of stomach cancer and undulant fever, and upon his death, both the 1932 and the 1934/40 speedster were sold. Where the 1932 went is unknown, but the later version, after turning up in Hollywood and having its picture taken with various starlets, ended up on a Florida used-car lot and was bought by a young sailor named Pallasch in 1958. His father, Earl Pallasch of DeLand, Fla., owns it today. It now has a hotrod-up Merc flathead, but basically it's the same car Edsel redesigned before his death. □



Long front end might have been made to simulate front-wheel drive, because at this time Edsel was involved in fwd Miller-Ford Indy assault. Low headlights, "shaved" look predate post-war hot rods.

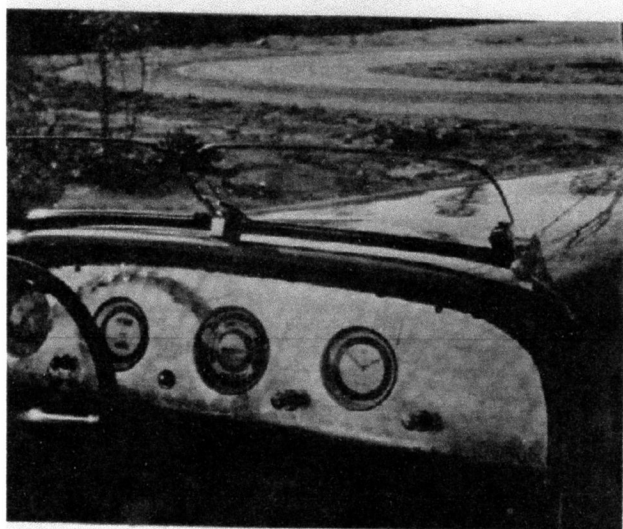


Edsel Ford kept this car until his death in 1943, but in '40 it underwent detail changes. These are outlined in wooden model at right, with double



grille. Notation from Edsel to Gregorie reads, "This form is very good, but wonder if two grills shouldn't join—?" Apparently they decided no.

PHOTO: EARL PALLASCH



The 1934 car's dashboard used Ford and Lincoln gauges in engine-turned aluminum panel. Tachometer from unknown source stands at the far left.



After Hollywood stint, car made its way to Florida, where Earl Pallasch (standing) bought it for his son in 1958. Pallasch still owns this hybrid.

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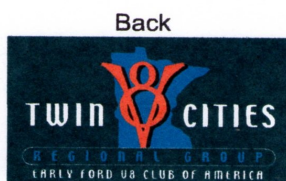
Royal



Cornerstone CS4020P
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\$24.00



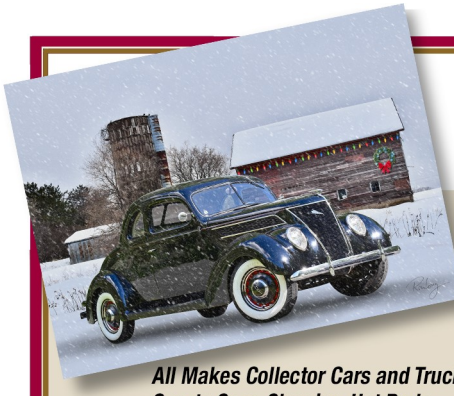
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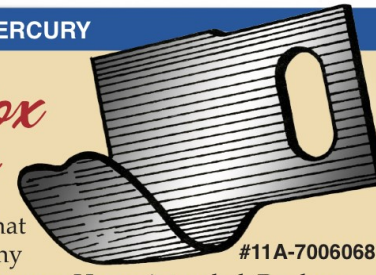
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