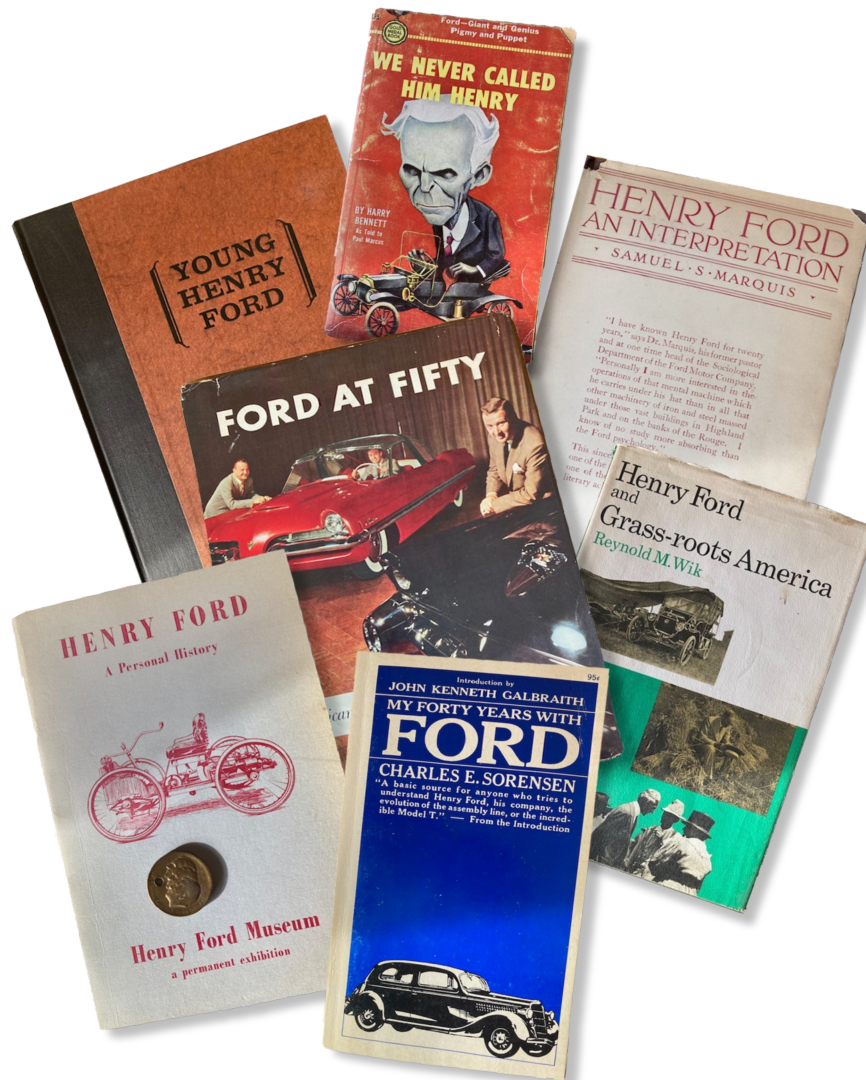


Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

VISIT US ONLINE AT WWW.TCRGV8CLUB.ORG

Volume 53—Number 2—February 2025



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Inside...

- **NO FEBRUARY MEETING !**
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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 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 Email wlgillies48@gmail.com. Rumble Sheet material deadline is the 15th of the month. Email 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

Twin Cities Regional Group 2025 Board of Directors

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	Al Rehder	612-402-1047
	Mike Erickson	320-396-2473

Happy Birthday

February 3	Mike Mickelson
February 4	Joe Walczak
February 6	Francis Kalvoda
February 7	Werner Langenbach
February 9	Chuck Granlund
February 13	Ron Christensen
February 16	Stacey Allgood
February 19	Dave Braun
February 19	Jeanne Hoy (Hillstrom)
February 26	Gary Rosenberger

GEEZER BREAKFAST 3rd Thursday of the Month

Louisiana Café
Selby and Dale Streets
9 AM

All Women Members
Welcome



Looking Ahead- Membership Meeting

Up Coming

NO FEBRUARY MEETING!

Happy Valentine's Day

February Message

This month's Rumble Sheet is a little skimpy due to the holidays and the little input I've received. I'll try to do better in the future with more book reports as no one seems to be building or working on their cars over the winter. Looking forward to the spring when more members are driving.

The January Geezer breakfast was attended by the regulars who always attend plus a few wives. Not having a President or Vice President to lead the board meeting was challenging. Bruce Nelson joined, and made some suggestions about the Ford Picnic and the Tour in Southern Minnesota this coming summer.

To drive attendance at the Ford Picnic he suggested it should be free like it was in past years. Also, the club might pursue a donation from the sponsor and the club treasury would make up the difference. Let's make sure to get ads and flyers out early.

The board needs to decide on a President and Vice President who will have the club's support and do the work of motivating current members to participate and attracting new members to join to keep the club going. An urgent order of business for a new President is to set the date and details for the 2025 Ford Picnic, as the board will need to review and discuss the plan.

The Geezer Breakfast will continue to on the third Thursday of each month, at the Louisiana Café please make an effort to attend.

Board Meeting Minutes January 16, 2025 Location: Louisiana Cafe

In attendance were 12 men for breakfast, 6 men were board members, and 4 ladies.

President and Vice President not filled

A, Gary Rosenberger, Bill Gillies, Bill Gay, Joel Bergstrom, Gordy Ditmanson and Mike Erickson.

Meeting called to order at 10:14 am.

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

B. Secretary – Gary R. Prior minutes were approved.

C. Membership - Gordy D. Gordy reported we have 42 paid renewal members for 2025 with 2 new members to make the total 44 paid.

D. Editor - Bill G. The editor would like to hear from the membership. How about some input and ideas for articles. Please help Bill.

E. Upcoming Events

1. No membership meetings at the church have been planned.

2. Gentleman's Breakfast February 20, 2025, at the Louisiana Cafe location.

3. All Ford Picnic, at Blaze Credit Union. Bruce Nelson addressed the board about the future of the AFP. The numbers were down for the 2024 show and Bruce felt one of the causes was the \$10.00 entry fee. The food vendor of course suffered with the low attendance numbers, and it may be hard to entice vendors to participate in the future. Bruce's suggestion was to make the show free again. The club would pick up the cost of the porta-potties, which have now risen to roughly \$600. We need to pay a \$100.00 permit fee. Our insurance is free from the national club and last year we dropped supplying buttons to save on expenses. A suggestion was made to invite the Model A Club to participate and Bruce suggested advertising the show more than in the past. Since the President position has not been filled the board did not vote but all good ideas for change are being taken into consideration. The board will revisit the issue.

F. Old Business

G. New Business

1. Two members have volunteered to fill the position of President and Vice President, they are Bill Blood and Al Rehder respectfully. Bill and Al were not present at the meeting to accept the positions and take the oath.

2. National membership is down to 6,0000 members. Our club is at 44 members paid to date, last year we had 72 members.

H. Other

I. Membership Meetings on hold.

J. Next Board Meeting – February 20, 2025 Louisiana Cafe

Meeting adjourned at 11:01 AM

Respectfully submitted by:

Gary Rosenberger Secretary

From The Bookcase

For February's **From the Bookcase** I wanted to remind you of some of the early books written about Ford and the people around him. All of you probably own the three volume set of Ford written by Allen Nevins and Frank Ernest Hill though I doubt you've ever read them entirely.

Pictured from the bookcase are seven books first dating from 1923's *Henry Ford An Interpretation* by Samuel S. Marquis which I summarized in a previous Rumble Sheet.

We Never Called Him Henry, 1951 - About Harry Bennett, the closest human to Ford, this is Bennett's story of thirty years as Ford's trouble shooter and personal confidant.

Ford At Fifty, 1953 published by the Ford Motor Company, covers about every aspect of the Ford manufacturing and other things Ford was involved in.

Henry Ford; A Personal History, 1953 - A guide to the Greenfield Village and Museum. The "coin" (creating a shadow) was a souvenir from the Rotunda in 1953.

My Forty Years with FORD, 1956 - Written by Charles E. Sorenson the book covers the Ford Motor Company from the years 1905 to 1944 about the assembly line and the men that contributed to Ford.

Young Henry Ford, 1963 - A pictorial history of the first forty years, by Sidney Olson and printed by the Wayne State University Press from the Ford Archives, it has a preface by the author from 1953.

Henry Ford and Grass-roots America, 1972 - Printed in Ann Arbor by the University of Michigan Press and written by Reynold M. Wik. The book covers more of life in America during Ford's lifetime.

Hopefully this will inspire the readers out there to look beyond the usual reading material of Chassis manuals, to find additional books of interest to draw you out of the garage and entertain you during these long winter nights.

The old books have a unique perspective as most of the books about Ford, are written from 1968 and beyond up to the present day.

From the IHE:

I am planning an ongoing series featuring questions about car choices and experiences. Some of you might have already received a questionnaire via email. You don't have to write an article, just answer the questions and send them back to me please.

It is fun to hear other members' choices of vehicle and how they acquired them.

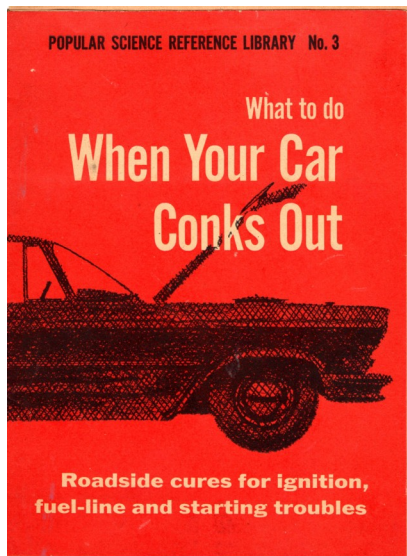
Think about when you learned to drive; what vehicle, how much gas cost, and who taught you.

Also why do you have the V8 you have? Family car or favorite? Do you like the looks or the mechanics??

Bruce Nelson was the only one who responded.

Thanks, Bruce!

From July 1957 Popular Science Magazine Insert



What this booklet will do for YOU

MILLIONS OF MOTORISTS every year are stranded when their cars stall on the road. Fully as many are inconvenienced at home when engines refuse to start. A high percentage of these mechanical failures can be fixed, at least temporarily, by the drivers themselves.

This booklet will not make you an automobile mechanic. But it will help you, however non-mechanical you are, to locate the trouble area and make simple repairs that can save a long walk or expensive tow. Read it through

once, then keep it in the glove compartment for ready reference. It's a valuable supplement to your car-owner's manual.

STOP IN SAFETY. Day or night, when an engine quits, pull as far over on the shoulder as possible. If you can't get completely off the road, keep your tail lights on. If possible, send an adult passenger back to wave a light-colored cloth or newspaper at oncoming traffic—or have him sit in the car and pump the brake to flash the stop lights.

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First check the OBVIOUS

1 Ignition on?

Car vibration, a swinging keycase, perhaps an impatient youngster on the front seat may have turned the switch.

2 Out of gas?

Don't trust the gauge if it shows a little fuel; gauges are often inaccurate.

3 Overheated?

Check the radiator (caution: hold the cap with a handkerchief and unscrew it slowly). Be sure the engine has enough oil. See if the fan belt is loose or broken.

Tools and tricks

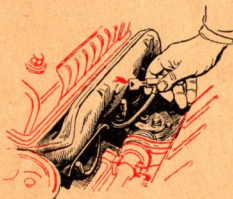
An adjustable wrench, pliers and screwdriver permit many roadside repairs. A hank of wire and roll of friction tape are valuable, too. In a pinch, a nail file or dime will turn a screw; a hubcap will carry water; a matchbook's striking strip will dress dirty ignition points and a corner of a road map folded to four thicknesses will establish a working gap.



POPULAR SCIENCE 83

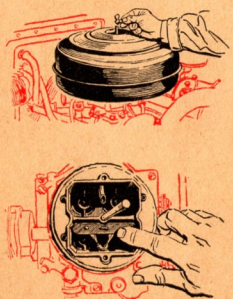
How to LOCALIZE the trouble

No spark? No gas? Too much gas? Here's how to find out



Is there a spark?

Pull off the wire from one spark plug. If the metal clip within is not exposed, insert a key in the rubber or ceramic cover on the wire's end. Hold the key about 3/16" from the engine and have a passenger operate the starter with the ignition ON. (If you're alone, see page 5.) A fat spark should jump from wire to engine. If none appears, see page 6.



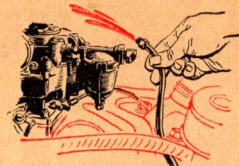
Is the engine getting fuel?

Remove the air cleaner from the top of the carburetor. (It may be held by a wing nut in the center of the top, by a clamp that you release by unscrewing a protruding handle just beneath it, by a screw-tightened clamp, or by a bolted side bracket.) Don't tilt the cleaner as you lift it off; oil may spill out on your clothes. Open the choke butterfly with your finger (if the engine is hot it should be open), and look down into the throat of the carburetor while you move the throttle linkage with a pumping motion. A little stream of gas should squirt into the throat each time the throttle is opened. If it does not, see page 10 for fuel troubles.

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A quick fuel-pump test

You can check the flow of fuel to the carburetor without removing the air cleaner. Disconnect one end of the fuel line running from the fuel pump to the carburetor. Work the starter briefly; about a teaspoonful of gas should pulse out at each stroke. If the exhaust manifold is hot, don't let gas splash over it.



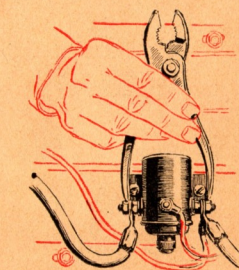
Engine flooded?

If repeated use of the starter brings only a strong gasoline smell, the engine may be overchoked and flooded. Hold the accelerator flat against the floor and work the starter a few seconds to clear the over-rich mixture out of the intake manifold and cylinders.

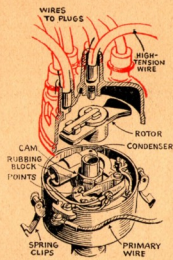


If you are alone . . .

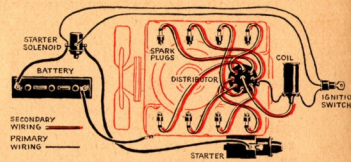
It is usually possible to operate the starter from under the hood. Locate the starter solenoid switch, usually a metal cylinder along the heavy wire running from the battery to the starter. Some solenoids have a cap on one end that can be unscrewed so you can manually press the contacts together. If not, bridge the main terminals with a pair of pliers to bypass the contacts. When the pliers make contact they will produce a fat spark. But don't let it frighten you; it's caused by the starter's heavy current draw. Remember, when checking the ignition by this method, the key should be ON.



POPULAR SCIENCE 85



How to trace



Wet ignition

A heavy downpour, splashing through a deep puddle, even parking in a damp location may short-circuit the ignition. Using a dry cloth, carefully wipe off the distributor cap, wires, spark plugs and ignition coil. (If the engine is hot, wait; it may dry itself.)



Grounded high-tension wire

Examine the heavily insulated wire running from one end of the coil to the center of the distributor. If its insulation is cracked or chafed where it passes near a metal part of the engine, the spark may be short-circuiting. Bend the wire away from the metal and tie it with a strip of cloth to hold it away. Then press each end of the wire firmly into its terminal nipple.

B6 WHEN YOUR CAR CONKS OUT

IGNITION troubles

Tips on how to find what's wrong...tricks to get you home

Defective distributor rotor

Snap off the spring clips at the side of the distributor, then lift the cap up and to one side. (Caution: Don't pull the wires out of the cap.) Check the inside of the cap for condensed moisture and wipe it clean. Pull the bakelite rotor upward to remove it from the distributor shaft. If its central contact is dirty or blackened, scrape it clean. If it has a spring-leaf contact, bend it up slightly to increase its pressure. When replacing the rotor after checking other distributor parts (see below), be sure the indexing part of its hub lines up with the mating flat part of the shaft; then firmly press it down into position.

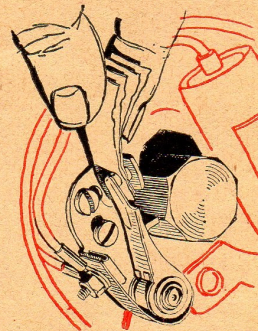
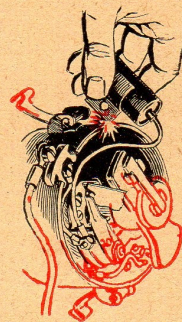
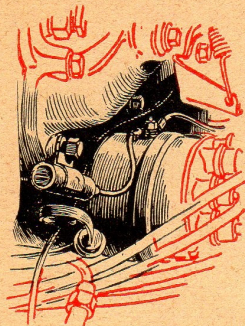


Dirty points

Operate the starter in short pulses until the rubbing block on the movable-point arm rests on a low spot on the cam. Then, with the ignition ON, open and close the points by hand, looking for a tiny spark each time they separate. If none appears and the point faces seem dirty or pitted, sand them clean with the striking strip torn from a match folder. Other ways to clean them: File lightly with a nail file, or scrape with a knife.



POPULAR SCIENCE B7



More about IGNITION troubles

Points out of adjustment

See that wear or a loosened locking screw has not changed the point adjustment. Operate the starter until the rubbing block rests on a high spot on the cam, holding the points open. The gap between the point faces should be equivalent to four thicknesses of road-map paper. If it isn't, loosen the locking screw, turn the adjusting screw or shift the base of the stationary point to alter the gap, and lock again. Recheck the adjustment of the gap after tightening the locking screw.

Condenser shorted

Separate the points by inserting a piece of match folder between them. Remove the condenser's hold-down screw and lift the condenser clear of the distributor. Then, with the ignition ON and all other electrical loads OFF, scratch the condenser body against the distributor housing. If a spark appears when the two parts touch or if the ammeter jumps to discharge, the condenser is defective. If your car has a radio, you can get going by removing the static-suppressing condenser from the outside of the generator and installing it outside the distributor as a replacement for the bad one. Ground it on the engine near the distributor and connect its pigtail wire to the primary terminal.

B8 WHEN YOUR CAR CONKS OUT

Gift Ideas For Your Favorite V-8'er

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Faded Blue
XS-6XL
\$25.00



SanMar S600
Long Sleeve Denim Shirt
Faded Blue
XS-6XL
\$32.00



SanMar J317
Soft Shell Jacket
Choose Colors: Black, Royal,
Blk Charcoal Heather
XS-6XL
\$72.00



ROYAL



BLACK



White Bear 4040
Three Season Jacket
Choose Colors:
Black, Black Charcoal, Charcoal, Maroon,
Forest Green, Navy, Red or Royal
S-4XL
\$85.00

Back Logo Details:



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Maroon

Forest Green

Navy

Red

Royal



Cornerstone CS4020P
Pocket Polo
Choose Colors:
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\$24.00

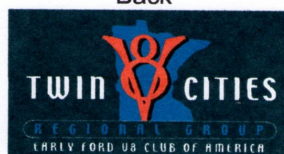


Charcoal

Front crest



Back



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B	S600	Long sleeve Denim	Faded Blue						\$32.00						
C	J317	Soft Shell Jacket	Choose color						\$72.00						
D	4040	White Bear Jacket	Choose color						\$85.00						
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E	CS4020P	Pocket Polo	Choose color						\$24.00						

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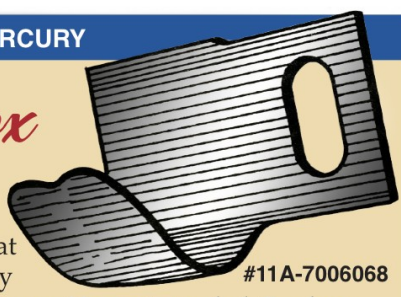
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