

Rumble Sheet

EARLY FORD V-8 CLUB OF AMERICA

Second Quarter APRIL, MAY, JUNE 2026 • VOLUME 54, NO. 2



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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

% Bill Gay
195 Montrose Place
St. Paul, MN 55104-5624



Meetings Membership meetings of the TCRG are ON HOLD {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, 4655 Victoria ST. N.. Apt 110, Shoreview, MN 55126 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

Twin Cities Regional Group 2026 Board of Directors

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Birthdays for April, May, June

April 1	Tony Flores
April 1	John Titus
April 6	Liz Blood
April 19	Gordy Ditmanson
April 20	Tom Ashworth
April 22	JoAnne Baker
April 22	Art Otto
April 28	Bob Parmelee
May 4	Joel Bergstrom
May 6	Micki Kalvoda
May 12	Don Juntunen
May 16	Mary Johnson
May 21	Kevin Rooney
May 29	Bill Gay
May 29	Steve Johnson
June 10	Gary Weyrauch
June 21	Barb Collins (Kelly)

GEEZER BREAKFAST 3rd Thursday of the Month

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



Cover design & pages by Ron Long

Golden Quill Awards 2025

Once again the Rumble Sheet has received an Honorable Mention Award for the 8th or 9th year in a row. With the help of Ron Long with his fantastic pictures and Gary Rosenberger for the minutes each month and from those of you who submitted an article, I couldn't have done it.

Each month my personal goal was to get recognized from Old Cars, which I succeed in doing with the help of others. For the National V8 club the Rumble Sheet was not good enough to qualify other than an Atta boy and thank you for submitting.

So now it is time for the April, May, June, issue for which I have not received a single article from the membership.

Presidents Message

Hi V-8ers!

Spring is officially here, so we can take off car covers, wash, polish, and check all items our cars may need, then drive 'em! Looking forward to all of us showing up at Louisiana Café with old Fords. See you there. Then on to the Buick Club sponsored Spring Extravaganza Car Show /Swap/Meet. May 3rd at Minnesota State Fairgrounds.

Bill Blood

Selling Books

You might have heard that Mary and I have moved from our home in Arden Hills to Summer Home, an independent senior living facility in Shoreview. It worked well for my son and his family to move in so my grandkids can walk to Mounds View High School - just like my kids did.

Now I am facing having to rehome all my spare parts and books.

Tex Smith **“The Complete Ford Flathead V8 Engine Manual”** by Ron Ceridono is one book that I’m passing on.. I should have looked at it some time ago as it is filled with all kind of good information.

The Forward by Tex Smith and Ron Ceridono is very interesting to this 86-year-old man and brought back memories when building stock cars with flatheads in the late 50’s and early 60’s.

Smith writes of growing up in the south and moving to California before WWII. “The Ford flathead V8 engine earned its reputation for speed between 1946 and 1955. But sooner or later the decades-old Ford design was doomed. The Chevrolet OHV V8 of 1955 was the final blow.” Smith talks about how torque specifications were a mystery and checking rod/crank clearances unknown. Pulling the car for several blocks to get it to run seemed normal. Breaking transmissions and rear ends and axles were not avoided as the modified flatmotor puts out plenty of torque. He talks about breaking heads loose from corroded studs, getting guides out. Boring a block to 3/8 of an inch when discovering the core shifted and a hole opened up.

The throb of exhaust is unmistakable as is the torque. The smell of gasoline leaking from the twin 97s and the essence of boiling water can never be forgotten.

Ron Ceridono;

Smith assigned this book to Ceridono, and his instructions were simple. **“Put together the best, and most accurate, material ever assembled on the Ford flathead V8.”** There is more than one right answer to the same question if the question is how to build a flathead. “I found lots of mistakes in past information. I found that seldom do any of the old-timers agree on how to build a high-performance flathead, or how to design speed equipment. Despite the fact that the flathead is simple in design, it requires a carefully coordinated approach in its construction, more so than any other engine”. “This book contains a variety of methods of accomplishing the same objective, some are traditional, others contemporary. But they are the best examples of their type. I love flatheads”.

Had I read the book when I got it I might have put in a C-4 in the 1953 when you could buy all the parts from vendors still in business at the time.

Bill

"Flathead won't go over 60 MPH"

How I fixed it. Without knowing what I was doing.

By Roger Obecný

I have a reasonably decent 40 Ford Deluxe Tudor. Owned it since 1989. Been through the usual things. Fixed a lot of mechanical stuff over the years. Had a few accidents. Insurance company came through, and I was able to make the car a decent driver.

So back to the story.

I found out that the car would not go over 60 MPH. Like running into a brick wall. Drive the car under 60 MPH and there never was a problem.

Foiled with it for a while. Couple of Good carburetors. Couple of Good distributors. Couple of Good Coils. Notice all parts are and were GOOD. Spent a few weeks switching parts around. With no success. Asked everyone that I knew or met for ideas.

One guy said ask one of the Old Guys. I am 75. I am one of the old guys. You know where the other Old Guys are unfortunately.

I sent the Carb and Distributor off to New York for a rebuild, excellent job, but no success.

Talked to the only guy older than me and he said to jumper the Ignition Resistor. I said that I thought that the resistor was good. Because the car started and ran. Anyway, I took his advice. Amazing performance. Car started on the first turn, and ran like new money.

Replaced the ignition resistor. Ten minutes to remove the old resistor. Two hours to replace it. Upside down on the front seat. Trifocals, can't see squat. Dropped the resistor and nuts at least 19 times. (Magnetic pick-up tools are my new best friend).

Improved performance, at least 5 to 10 mph in each gear. Mileage improved from 10 to 15 mpg. Acceleration in third gear is almost as good as acceleration in second. Still has slight hot starting issues but I am working on that.

So, I drove to Auburn, Indiana earlier this year with no problems.

350 miles round trip, 15 MPG. It was the fastest car in the slow lane. It was the Green 1940 Ford Deluxe Tudor.

P.S: I forgot. I did drop a stainless nut. Notice a stainless nut, non-magnetic down the manifold while changing a curb. Ended up under the No.6 intake valve spring. Air Ratchets are another new friend.

Borrowed from the November 2022 Road Chatter

Minutes

March 19, 2026 Location: Louisiana Cafe

In attendance were 13 men for breakfast, 8 men were board members, and 6 ladies. President Bill Blood, Gary Rosenberger, Bill Gillies, Bill Gay, Joel Bergstrom, Gordy Ditmanson, Al Rehder and Mike Erickson. Meeting called to order at 10:10 am.

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

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

C. Membership - Gordy D. Gordy reported we have 48 paid members. Renewals are down compared to 61 in our last roster. Still time to renew.

D. Editor - Bill G. The editor would like to thank everyone for their input over the years. Bill is semi-retired and is producing a quarterly newsletter for our club. He and his wife have moved and are adjusting to life's changes.

E. Upcoming Events

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

2. Gentleman's Breakfast April 16, 2026, at the Louisiana Cafe location.

3. A list of tours and car shows for 2026 is as follows:

1. May Spring Kick-Off, Eagan Car Club (date pending).

2. June 19-21 Back to the 50's

3. July Sunday, Fords and Friends Car Show (formally All Ford Picnic). We have had many discussions about this show, and we looked at the numbers. The first year we had 80 cars, year 2 we had 58 cars, and last year we had 38 cars. It costs us \$600.00 for porta potties and the license fee. The board voted to not supply buttons or dash plaques to save on expenses. This show is on hold for now.

4. August 7, Friday, Braham Pie Day Car Show

5. August 2-7 National Driving Tour, Peaks & Prairies National Driving Tour (tour Montana and Wyoming) See the V-8 Times for details.

F. Old Business

G. New Business

Our club is taking applications to be editor of our newsletter. If you know the alphabet you are our man.

H. Other

I. Membership Meeting –Postponed

Gary Rosenberger

Automotive Greases

BY COLOR & FUNCTION



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- Suspension



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- Water Resistant



Black Grease (Graphite / Moly)

- CV Joints
- Heavy Loads



Green Grease

- Eco-Friendly
- Sealed Applications





Rumble Sheet RETREADS

October 2012

2012 Branson Meet August 18-23

By Bruce Johnson (BJ)



Well I am not much of a writer or speller, but, Kathy and I traveled in two cars with Becky and Gary Isaacson to Branson, with an overnight stop in Kansas City before arriving on Sunday. Just a super nice drive thru the country side on Sunday.

When we arrived, there was a pretty good sprinkling of V8's in the parking lot of the Radisson headquarter hotel. Very nice place, and very accommodating I might add.

Monday morning was there for a late opening swap meet, not many vendors, but some worthwhile stuff and most of it overpriced, but "isn't America a great country"? Monday was kind of a free day, so we did some touring around the area, into Arkansas, seeing the sights and shops. I will tell you that Branson area is not just another Wisconsin Dells, it is a very



pleasant tourist area with lots to do, and although a lot of it is shut down for August local entertainer vacations, still plenty to do and to see. I was very surprised to see so much February tornado damage still in evidence in a bunch of the strip locations. Must have been a dandy tornado!!

As usual Bruce Nelson and John Mc Burney gave a 110 percent effort in the organization, and were everywhere to assist in any glitches that were few and far between.

The Legends Concert was held at the Dick Clark Theater, the same place I attended the 57 Heaven auction a few years ago that took up the entire lower floor of the Theater at that time. Not my favorite group of imposters on stage, as I stop listening to any music after 1961, but I'm sure the imposters did their best, and the dancers were super great.



The show car field was very well laid out and professional, and I thought not well supported by the local states, Tenn-Kentucky-Mississippi-Missouri-you know the local state groups, but then I drove modern and passed on the 700 miles in a lumpy wonderful old Ford or Merc, or Lincoln, (not one on the field), Ron G., you could have had a best in show in the Lincoln class!!!

As to the entertainment for the Wed. evening Branson Showboat cruise, it was on time, very well served dinner, stage entertainment outstanding, and the very best Showboat tour I have ever had the pleasure to attend. How did the magician do that dollar bill stuff with Cathy Tabako??, and how did the blonde fiddle player do the upside down concert wrapped in silk sheets wrapped around her, and up side down. Absolute wizardry!!



Did not attend the banquet, as it was a needed travel day to be in the shop for appointments on Friday a.m., so did a banzai run home (about 700 miles) on Thursday. One stop for fuel, one for Dairy Queen, and several for kidney wringing out.

Overall, I don't think, considering a bit light on cars, that Bruce and John could have done a more outstanding job, as they both always do. Lastly, it was so very refreshing to observe and the super good feelings that were received from the folks in Branson area for



the patriotism that was displayed everywhere!! USA flags and signs everywhere, just outstanding display of good old USA support. Super refreshing!!! BJ





2026 Addendum

Besides the scheduled Meet activities we made several side trips on the way to and from the Ozarks. Additional photos here show a few highlights: Feltons winter home on Table Rock Lake, Eureka Springs, Ravenswood creepy mansion, Mark Twain and Laura Ingalls Wilder historical homes and sites, some TCRG member's southeast Iowa stomping grounds, American Gothic house, Chief Blackhawk's grave, topped off with a 50th anniversary party for the Gillies.



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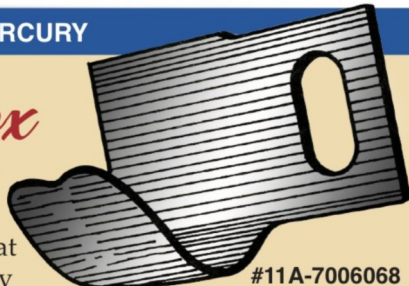
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