

STOPUGET SOUNDS

March 2025

Volume 56 Issue 3

History of Twin Cities Ford Assembly Plant

From the Valve Clatter newsletter from the Northern Virginia Regional Group

Bruce Nelson, the past president of the EFV-8 national club gave an informational PowerPoint program about the history of the Twin Cities Ford Assembly Plant in Highland Park, St. Paul, MN, from its beginning in 1924 to its end in 2011. During its operation, the plant produced nearly nine million cars and trucks and was one of Ford's longest operating assembly plants. See more on page 3



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Cover Art

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The Puget Sound Regional Group #18 does not endorse any opinions nor does it warranty information contributed by any individual. Articles, Comments and Information are greatly solicited and may be sent to the Editor:

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We are pleased to have items for publication in other newsletters when credit is given to the source.

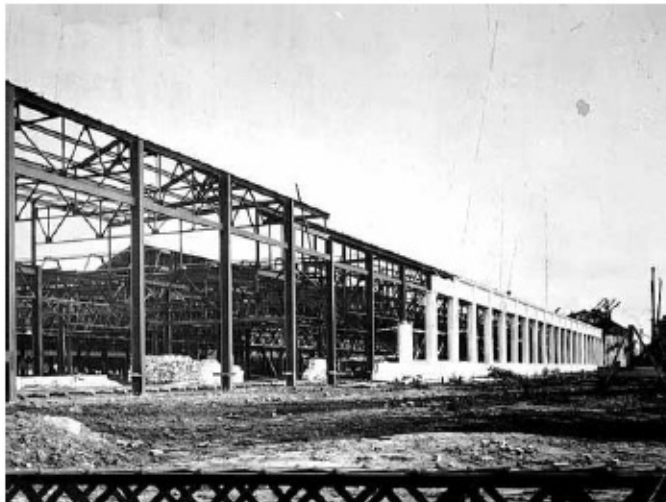
Submissions are requested by the 19th of the month prior to publication.

Note: The Early Ford V-8 Club PSRG #18 respects our members and friends confidentiality and privacy. We do not make our mailing list available to other organizations.

General and Board meetings usually held at Redmond Eagles 11440 Avondale Rd NE Redmond, WA 98052 On the second Saturday of each month



Ford chose the site of the plant because of the source of power available from the Mississippi River. Albert Kahn, the renowned architect who designed other Ford structures, designed the 8.5M square foot plant on a bluff next to the river. His design incorporated large windows facing the river and spectators could observe the assembly line in operation from outside. Another Kahn feature were the skylights that ran the length of the plant. Construction of the \$10 million plant was started in 1924. Indiana limestone was used on the façade. Wooded floors were used throughout. Two rail lines serviced the building.



Indiana limestone facade being erected.



Showroom with pedestrian sidewalk along assembly line.

The hydroelectric plant, which was built first, provided so much electricity that Ford was able to sell excess back to the grid.

The plant went into operation in May 1925, producing Model T's. There was an increase in rail rates, so Ford had an elevator installed to provide access to a tunnel that led to the river so that finished cars could be loaded onto a barge!

See more on page 5



First Model T produced at the Twin Cities Plant.



Transporting via barge to avoid higher rail cost.

Beneath the plant was a repository of silica sand that Ford mined to use in the glass plant he had built in 1925. There were over three miles of tunnels 100 feet beneath the factory. The tunnels still exist today!



Glass plant under construction, 1925.



Presidents Words

Paul Keller

Hello V8er's,

I want to thank everyone that came out to our January Meeting. With possible snow in the forecast and snow from previous flurries still on the ground we were keeping a good eye on the conditions. Fortunately, any snow that fell overnight did not cause a problem and the Eagles club opened on time. The old cars were smart and stayed at home, however. We had a good turnout, and I believe they will be even better as we get into touring season.

Bill Meade is working hard to make the meetings more attractive. The \$50 member raffle has returned. If you remember, a requirement for entry was the wearing of your club pin with your name. if you have a pin, dig it out and wear it at our next meeting for a chance to win. Let us know if you need one. We are investigating getting new ones. For now, a "My Name is _____" tag will suffice.

Swap Meet preparations are in full swing. The deadline for returning vendors is upon us and many wait until the last minute to make preparations. We have now sold over 700 of the approximately 1300 stalls. Many more will be sold after the time for returning vendors runs out soon. At this point about 400 stalls, held by approximately 200 vendors in 2024 are still in limbo. Many vendors pay late, sometimes up to the day of the meet, but they risk losing their stalls.

We could always use more help with the meet. Maybe schedule the Thursday & Friday of the meet as vacation and join us this year? There are still RV spots available if that helps. Remember, these funds allow us to pay for items like our picnic & Tour of the Year as well as donations to automotive student needs. Believe it or not it is almost St. Patrick's parade time. Last year it was a beautiful day and very well could be this year as well. I am sure this will be discussed in length at the meeting, but if you have any questions about participating or just coming down and cheering for the fine Fords (and DeLoreans) let us know. You really do not want to miss this

Happy Fording,
Paul Keller



Meeting Minutes

Mary Lamken

PSRG General Meeting

Present: 19

Meeting called to order: 2:30

Swap Meet

Dave presented a banner with Vendor Swap Meet Entrance Requirements. They will be on the fences at the meet. He also presented a "Vendor Assist Tag" This gives someone a pass to assist the vendor but can't park. These are \$40 and allow parking in DOT lot. He presented the cost of the Swap Meet yearly.

We buy a pallet of Lyme and can't return any.

We have 707 spots held, 435 already paid.

Sent third email last week.

Everyone got postcards and postcards.

Web site is set up with PayPal check out system.

Car Corral: Whidbey Island Cruisers have agreed to do the volunteer work there.

We need help with Vendor Parking

Stall Map:

Most is the same except we have 608 (Pygmy Goat Barn)

610 (Dairy Barn) is available as well.

He contacted someone with tractors – they will take 10 stalls – we have 2 groups of 5 on 2 corners for now.

We will have parts pickup, parking and trailer parking will be well designated.

\$40 to sell the car noon Friday to 2:00 Sunday.

Parking in Red Parking is \$15 – all money goes to fairgrounds. We pay 25% of gross sales of stalls, so this is acceptable. Yellow parking is handicap and vendor handicap.

DOT lot is north of the Monroe Coop. - we will not use this lot now, we will make up the money using the vendor assist tags.

Sno-Isle TECH, we usually make a presentation to the classes (morning and afternoon). He brings 20 kids to the Swap Meet.

Contract is signed and insurance binder is done.

Police will be there Saturday.

Area Captains are set up, though they may need a couple more to help in some areas.

We have multiple boards made up. Once area is finished, it will be crossed off and volunteers can go help elsewhere. Goal is layout done prior to noon Saturday.

Jackie will be doing radio check outs and T-shirt's.

Vintage Chevy Club of America will do vendor gate.

Stobbe's for security.

See more on Page 9



Tunnels 100' beneath the glass plant to mine silica sand.

In 1927, a bridge that connected the two cities was built just north of the plant. Officially known as the Intercity Bridge, the bridge is more commonly known as the Ford Bridge.

The northwest corner of the building housed a beautiful showroom where the latest models were displayed. Alberts Kahn's classic design featured carved stone details, ornate light fixtures, and expensive windows.



Showroom corner. Note the carvings and Art Deco lamps.

The plant was closed in 1933 and 1934 during the Great Depression. And the first million car to leave the assembly line occurred in 1937!

See more on page 6



Assembly line, 1935.

During WWII, the Twin Cities plant manufactured T-17 and M8 medium armored cars, plus pistons and oil pumps for Pratt & Whitney R-2800 aircraft engines.



Armored car production during WWII.



Body drop, 1955.

Of interest is that the plant assembled the Sportsman Convertible, among other passenger cars. The plant switched over to assembling F-150 pickup trucks in 1978. In 1983, Twin Cities began assembling Ranger pickups, of which six million were produced.

Because of the dwindling sales of the Ranger, combined with the plant's biggest drawback – inability to produce its own large sheet metal parts – the plan was to close the plant in 2006. However, the closure date was extended to 2011, when the plant was closed for good. At the time of closure, it was Ford's oldest plant.

Bruce Nelson and three others formed a group call "Ford Legacy of Minnesota" to help preserve the history of the plant. They met with the Ford people to help save the artifacts, though without much success. Bruce and his friends persisted, however, and now the original striking limestone façade along with the art deco exterior building lights were saved and are presently in storage. The Ford archives in Dearborn hauled away all the records and office files.

Demolition of the 2.1 million square foot facility began in 2013. Only the steam plant was saved, as it is on the National Registry. After a massive environmental cleanup operation, the 122 acre site was sold to a developer for \$64 million, with the exception of the underground mineral rights, which Ford retained. Plans have been approved to build a multiuse housing and retail site known as the "Highland Bridge" development. Sadly, Ford history is not recognized as part of the venture! A search for Highland Park, St. Paul on Google Earth shows the site and the hydroelectric power plant and the steam plant.

Many thanks to Bruce Nelson for his interesting Ford historical presentation.



1925 post card with hydroelectric plant in foreground and to right the locks on the river. Farther down the bank is the dock and steam plant to provide heat to the 1.6 million square foot factory.

Note the red tile roof and large windows.



Membership

Guy Generaux

Leads & Needs

Leads & Needs listings are free for club members. All listings will run for 3 months unless they are renewed or terminated early.

Contact Scott to have them kept in another month or to have them removed earlier.

E-mail your listing to the newsletter editor at editor@efv8psrg.org or call 206-778-9097

Need: Your editor is always looking for **articles or photos** for the newsletter, Please send them my way at editor@efv8psrg.org

Lead: Misc bits

- 1) a side mount engine stand adapter for a flathead -- \$40
- 2) New reconditioned U-joint (Third Gen) -- \$75
- 3) set of Fenton fender skirts for the 37-40 Fords --- \$175
- 4) Engine hoist and engine stand -- \$100

Everything is reasonably for sale. Steve Clark
206/802-4757

See more on the next page

Lead: 1953 FORD

Owners: Pete & Lois Lowman. Model: Custom line Fordor / Present miles 25244. V8 Flathead engine & Fordomatic transmission with dual exhaust Cascade green (medium light green) a spring color – only offered for a limited time, Interior: dark gray green, cloth, Additional features: full hubcaps / radio / clock / front seatbelts / P205/75R15 white wall tires. The car has always been driven to National Early V8 Ford meets and many other car events winning several awards. Asking price: \$18,999.00 OBO. Contact Lucetta at email lucettalightfoot@msn.com or phone 206.282.2641 for more information or questions.



PSRG General Meeting continues here:

Will have 5 golf carts for next year. Security during the event – Monroe wants to be called 1 month prior to event. Elmo connects with County Sherriff to do traffic on Saturday.

Need to get the line moving for vendor parking and off the highway.

Jesse mentioned that we need to have clear instructions to keep the traffic moving to vendor parking.

Bill Smallwood from Mustangs Northwest. They put on the Mustang Round-Up every year. He is going to ask his crew to help with vendor parking. They had it last year. We need a lot of people to assist with this on Friday.

Code of Conduct:

Service dogs welcome, pets not allowed.

Fairground rules are that pets can't be in buildings or near live-stock.

We need some medical personnel. Carol will check her schedule.

Breakfast 7AM Friday, Lunch at Noon, Burrito Express on Saturday.

ATMs will be filled.

Will food vendors have tags? (Volunteer tags).

Bill and Dave did a skit standing for the vendor gate:

St Patrick's Day Parade

St Patrick's Day Parade is coming. Sponsored by IRISH HERITAGE CLUB (IHC.ORG) Last year's Parade was great with fantastic weather. The Irish Club does a great job, and we are invited to join again. All classics are invited to join our group. Details will be provided soon. Saturday March 15th. This is a great Club Activity. (Jefferson Street to Westlake, then vehicles encouraged to go on to the Seattle Center and park/display cars by the armory.

New Email: flatheadV8@efv8psrg.org

PSRG February 8, 2025

Board Meeting

Called to order 2:10

Present

Board:

Paul Bluemenstetter, Jackie Blumenstetter, Paul Keller, Mary Lamken, Elmo Lewis, Jesse Quilizapa, Amy Quilizapa, Mark Keenholtz, Mike Rees, Bob Merz, Bill Meade

Not Present: Rich Troberg

Members;

Trina Rees, Carol Keenholtz, Bev Lewis,

Previous Minutes read and approved.

Swap Meet:

Sales:

Paul made a significant deposit – we have 435 spots sold with 707 reserved until March 1st. 604 is nearly sold out from returning vendors. Currently 216 were not previously sold.

Club Booth will be in the 600 building. (Promoting club).

Club Booth for sales will be in the regular spot.

Paul handed out flyer mock-ups to hand out at the promotion's booth. Amy also had business cards created in a manner that members can affix their own information as needed when handing them out.

Paul printed out National registration forms – those who sign up must have both National and Local membership. (Should have V8 Times available to browse through).

Bob suggested having one of our cars at the promotions booth to draw attention to the booth.

Car Corral:

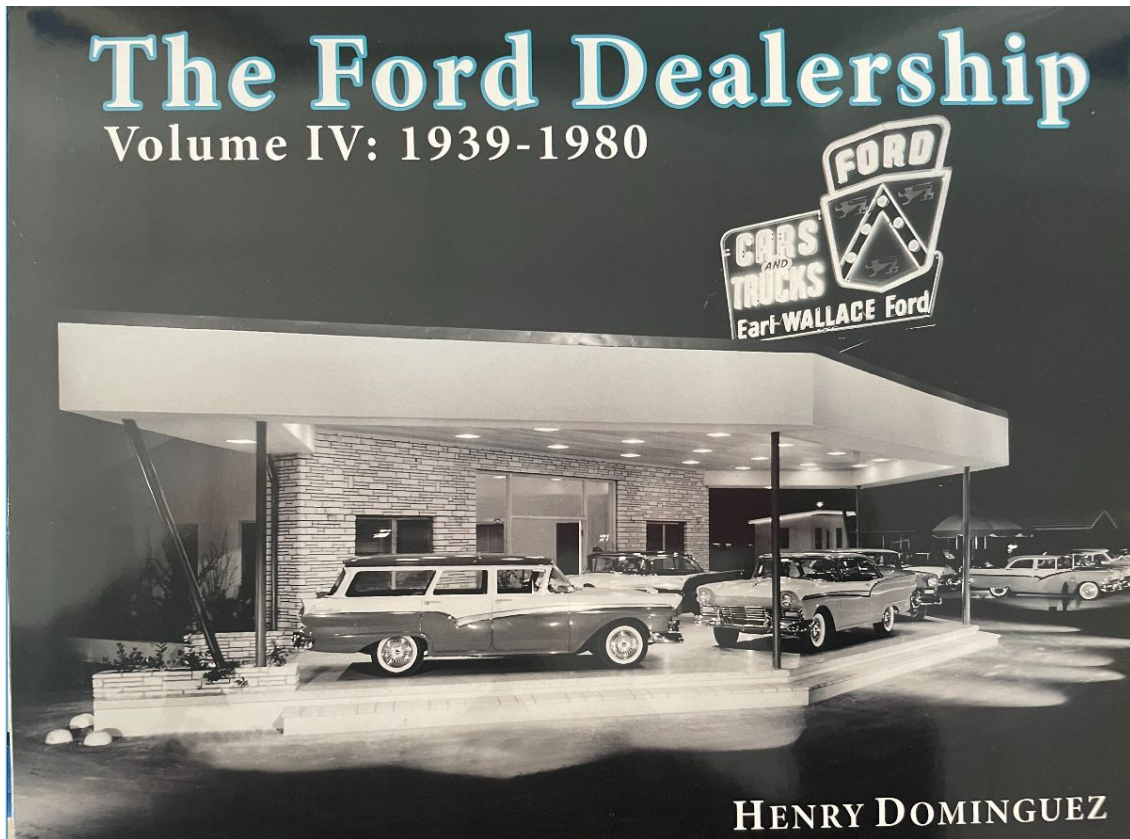
Bill is envisioning the car corral and how we will set it up. He proposes a delineator (candlestick type cylinder) to delineate the spots in the car corral. Tacoma Screw has the bases but not the cylinders. He thinks we could use 8 of them and they could be used at other events. They will give us Tier 3 pricing. (\$45 + tax). Jesse can get them on his account for a better price. Jesse may have some already and will check before purchasing.

Volunteers:

Mark will need help, Mike volunteered to help him in his area.

Mark suggested checking "Safety and Supply."

See page 11 for more



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<https://fordv8foundation.org/>

PSRG Board Meeting continues here:

Treasurer:

Bob brought a financial report. Report can be requested through Bob Merz.

Report included swap meet checking and savings, club checking and savings and Certificate of Deposit.

Bob brought the Insurance Certificate for the Swap Meet – Paul is in possession: May need to get a new certificate prior to Swap Meet due to deadlines.

He presented a Profit and Loss statement for 2024. We had some expenses that are dependent upon the Swap Meet income, and we need to think about the future of the club should we end the Swap Meet.

He called a CPA to get help with our taxes. Looks like we may owe income taxes this year.

Louie said he has several CPAs at the Eagles. We need someone who can do the non-profit as well as the Swap Meet Income.

New Business:

Elmo has a 10 X 10 storage unit for club materials. Requesting reimbursement for shelving.

Bill made a motion to reimburse Elmo for shelving costs. Motion seconded and passed unanimously.

Elmo would like to have a work party to go through items that we no longer need.

Elmo talked about the arcing tool for turning brake drums. He suggested we need to add the gauge to the library because they go together. Should be kept with the arcing tool.

Bill talked about the name badges and doing a drawing. He looked in the newest V8 Times, they are no longer advertised. The phone number in V8 Times is no longer working due to a move. He went to a trophy store to see about creating some. He suggests we do the name badges at meetings with \$50 drawing. Without a badge on – you cannot win. The \$50 would carry over.

Jackie will research buying a button maker and costs.

Bob has 4 jackets in storage in decent shape from Lois and Jim. Bill got them dry-cleaned; he paid \$100 for the cleaning.

He will sell them for \$20 each. (Size: women's medium).

Elmo made a motion to reimburse Bill for the \$100, Paul seconded it. Approved unanimously

Membership:

Paul has suggested sending mail to members that have not been at meetings recently, inviting them to attend ("We Miss You" flyers).

Trina sends newsletters out and will assist with the mailing of the flyers.

Paul will connect with Guy to coordinate this.

Meeting adjourned 2:00pm

You're invited to the April General Meeting at the Eagles, where a bingo activity will be held, and you're encouraged to bring a silly gift as a prize, with a possibility to reinstate a 50/50 raffle if attendees are interested.

Note

Bring a silly gift to the April Bingo activity

Attend the April Meeting/Raffle

See Page 12 for more



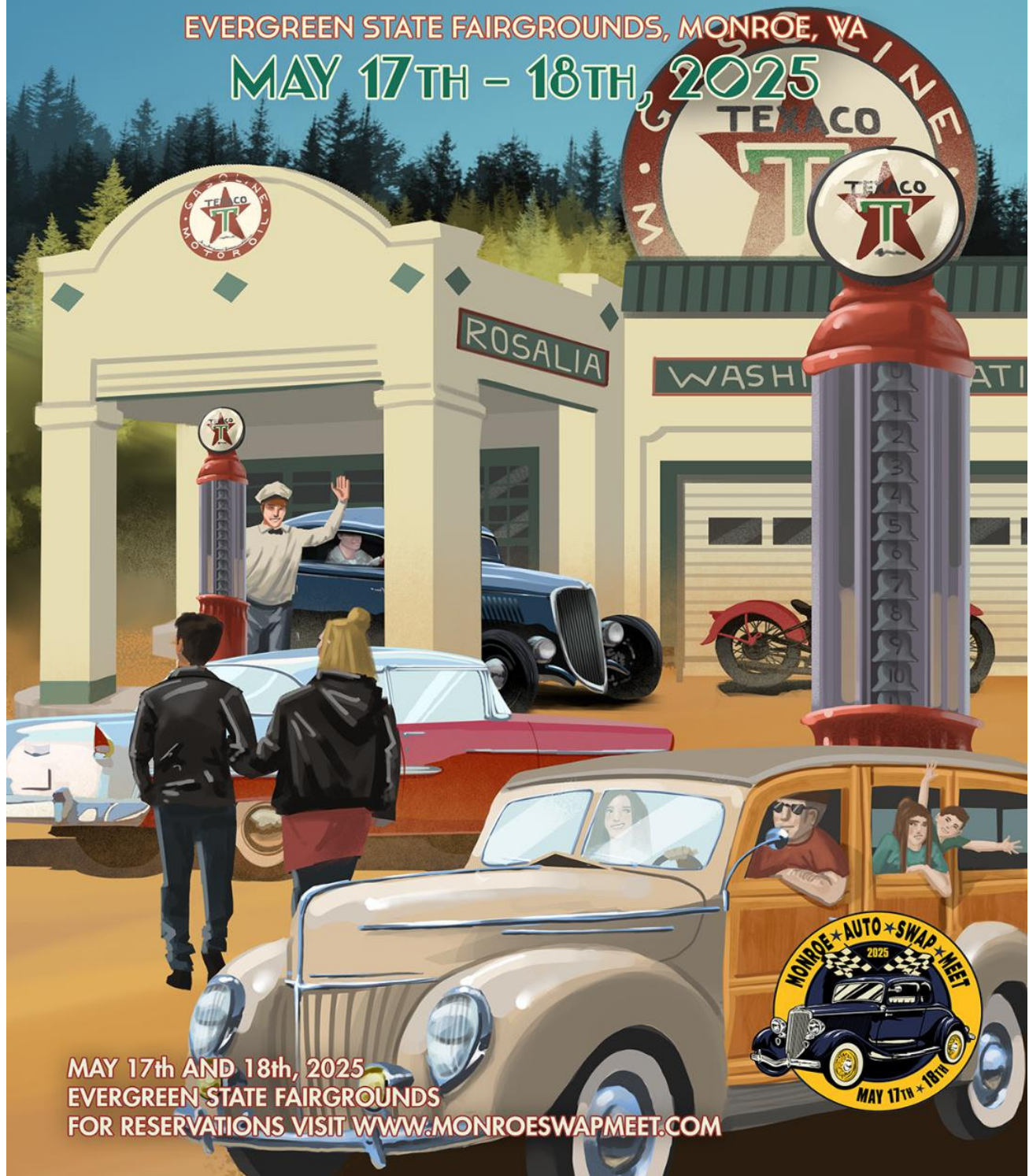
BROUGHT TO YOU BY THE EFV8 CLUB OF PUGET SOUND

52ND ANNUAL MONROE AUTO

SWAP MEET

EVERGREEN STATE FAIRGROUNDS, MONROE, WA

MAY 17TH - 18TH, 2025



MAY 17th AND 18th, 2025
EVERGREEN STATE FAIRGROUNDS
FOR RESERVATIONS VISIT WWW.MONROESWAPMEET.COM

From Guy Generaux in someplace warm....

When was the last time..... you saw one of these!



1939 Lincoln Zephyr Coupe.

Hello Club Members,

Our club has participated in the St. Patrick's Day Parade in Seattle for the past two years with 5 vehicles in 2023 and 7 last year. Everyone had a blast! Check our newsletter articles for 2023 and 2024.

We're participating again this year and want more members to join in. Bob Merz, Elmo Lewis, and others have already committed. Let's increase our numbers!

Event Details:

Date: Saturday, March 15th

Staging: 11:30 AM at 4th and Jefferson, downtown Seattle

Parade Start: 12:30 PM

Route: Less than 1 mile, finishing at Westlake Mall (4th and Pine)

If interested, please sign up HERE {<https://www.signupgenius.com/go/60B0849ABA628A02-55075155-stpatricks#/>}, on our {<https://efv8psrg.org/>}, or contact me directly so we can include you in the parade announcement.

Expectations:

- Arrive at 11:30 AM for initial staging.
- We will be positioned near the start of the parade, behind a group of DeLorean vehicles and ahead of dignitaries.
- After reaching Westlake Mall, feel free to watch the rest of the parade, head to the Seattle Center for an exhibit, or go home.
- Post-parade, we'd like some or all the vehicles to continue to the Seattle Center for the Irish Festival, joining the DeLoreans outside the Armory Building.
- Stay as long as you like and enjoy the festival events inside the Armory.

This is a great opportunity for some good publicity for the club and our swap meet.

For more information about the Irish cultural event, visit the Irish Heritage Club Seattle website {<https://irishclub.org/>} and check out IRISH WEEK '25.

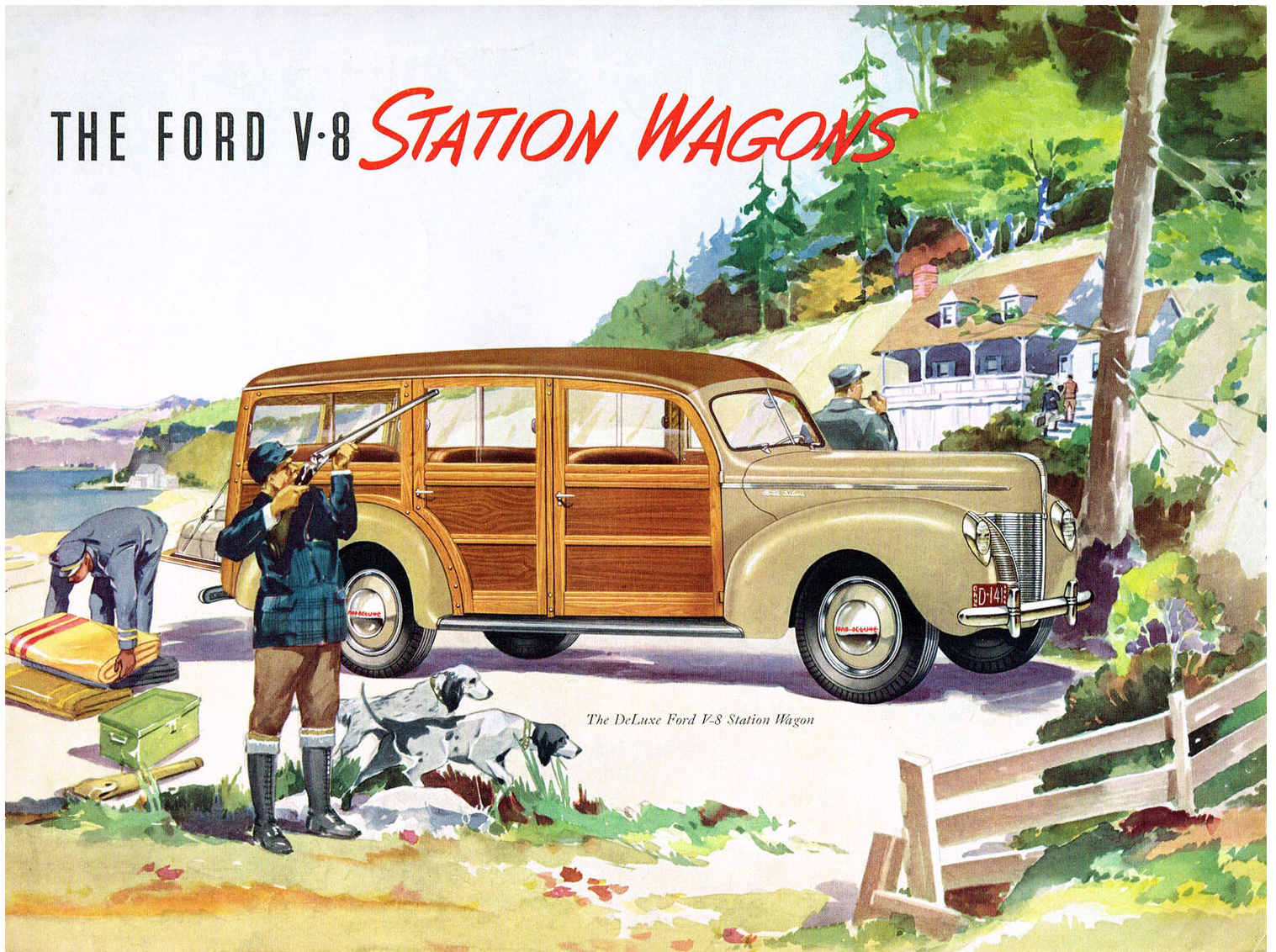
We hope to see you there!
--Jane & Dean

Jane Sepede
Dean Louis Arnold
deanlouisarnold@hotmail.com

Speaking of the Swap Meet, our President found some interesting stamps in the Swap Meet mail



THE FORD V-8 *STATION WAGONS*



The DeLuxe Ford V-8 Station Wagon

2025 Event Calendar
General meetings are the 2nd Saturday of each month

January 11th General meeting. 2pm Meeting. Board meeting at 1 pm	February 8th General meeting. 2pm Meeting. Board meeting at 1 pm 15-16th 57th Annual Early Bird Swap Meet Puyallup	March 8th General meeting. 2pm Meeting. Board meeting at 1 pm 15th St. Patrick's Day Parade
April 12th General meeting With BINGO Board meeting at 1 pm	May 10th General meeting. 2pm Board meeting 1pm 17-18 Monroe Auto Swap Meet	June 14th General meeting. 2pm Board meeting at 1 pm 28th Greenwood Car Show
July 12th General meeting. 2pm Board meeting at 1 pm	August 9th General meeting. 2pm Board meeting at 1 pm	September 13th General meeting. 2pm Board meeting at 1 pm
October 11th General meeting. 2pm Board meeting at 1 pm	November 8th General meeting 2pm. Board meeting at 1pm	December 13th General meeting. 2pm Board meeting at 1 pm

A correction to last month's picture of what I thought was Gary Duff's 1940, But it was not his.

