



BEEHIVE A's Rumble Seat Review

August 2023



Beehive A's - The Model A Club of Northern Utah



Tessa Hasselbraing at the Ogden
Pioneer Days Parade



Beehive A's is a
Chapter of the Model
A Ford Club of
America

President's Message

Mike Nichols

Summer has been in full swing, and we are nearing the end of parade season, the last parade being in Hooper on September 4th. Dennis Thompson is taking a group through the Uintah Mountains to Evanston on the 11th and 12th, it will be a great tour if you can make it. Also please make sure you put August 19th at 5:00 on your calendar for the BBQ at Dean Murray's house, those who attended last year will tell you it's something you don't want to miss. Also, we are having a swap meet at the Pleasant Valley Library at 6:00 on Monday August 14th, just prior to the membership meeting.

Yesterday we had a chance to meet Kelly and Roseanne Johnson, our members in Evanston, Wyoming, at Rudy's and Karen's house. Kelly is working on his 1928 2 door and has found it difficult to find someone in Evanston, with Model A knowledge, to help him with rebuilding a water pump and installing windows in the back of his car. Dennis Thompson had previously made two trips to Evanston to clean the fuel tank and to rebuild the carburetor and distributor. I reached out to the membership and Rudy Islander, Karen Stoker, Dan Johnson, and myself volunteered to spend a couple of hours working on Kelly's piece of history. It was a great opportunity to get to know Kelly and Roseanne Johnson.

I thought this would be a good chance to remind the members the purpose of the club as stated in the by-laws:

Section 2. The purpose of this club shall be: a. to serve as a medium of exchange of ideas, information, and parts for admirers of the Model A Ford (and Model AA Ford trucks); and to aid them in their efforts to restore and maintain the automobile in a manner to attract prestige and respect within the community; to encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through club sponsored activities including the use of the Model A Ford; and to encourage family participation.

I have been fortunate to have been on the receiving end of aid in my efforts to restore my Model As. Several

[Http://beehivea.com](http://beehivea.com)

members of the club have given me valuable advice, helped me when I needed a hand, and even assisted me in sourcing parts. I am grateful for the willing members of the club and the friendships that have resulted.

We all enjoy the parades, tours, picnics, and other social engagements, but it's also nice look for those opportunities, as stated in the charter, to aid club members in their efforts to restore and maintain automobiles. Thank you again to those who helped with Kelly's car, we look forward to others aiding as health and time allows.

Pres Mike

New Members

During the July meeting we had three new members join. We welcome Tom Marcheschi, David Mathis and Ren Meyerhoffer. We look forward to hearing from you about your cars.

Next Meeting

Our August meeting will be held:

Monday, August 14, 2023 7:00 PM
Pleasant Valley Library
5568 S Adams Avenue
Washington Terrace, UT 84405

We will hold a swap meet at 6:00 pm in the parking lot!

Presentation will be Dan Johnson covering tools and parts to take on tours.

Other News

Roy Van Orman is in a care center and could use your thoughts, prayers and visits. He is still sharp as a tack, but is not getting around well. We are unsure of the address, but hope to have it for those who would like to visit Roy at the next meeting.

Past Events

JULY MEETING

President Mike Nichols called the meeting to order and provided a calendar of upcoming events. We received the treasurer's report.

A report was given on the East Canyon tour and Dennis Thompson reported on the Breckenridge Regional in Colorado.

Mike Nichols provided photos and instruction on the scientific and correct method to straighten a leaning body while it's on the frame.

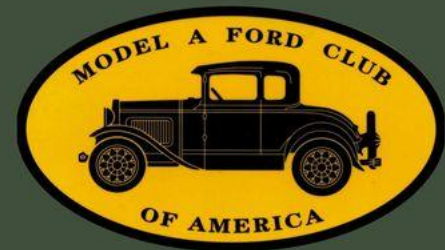
Henry Dominguez provided refreshments. Thank you Henry!



MAFCA NEEDS A WEBMASTER

THE MODEL "A" FORD CLUB OF AMERICA IS CURRENTLY LOOKING FOR A VOLUNTEER TO TAKE OVER THE POSITION OF WEBMASTER. THIS PERSON MUST HAVE GENERAL KNOWLEDGE OF WEB INFRASTRUCTURE AS WELL AS A BACKGROUND IN HTML EDITING USING APPLICATIONS SUCH AS DREAMWEAVER. EXPERIENCE WITH PHP, CSS AND SQL AS WELL AS OTHER SCRIPTING LANGUAGES ALONG WITH SFTP WILL BE HELPFUL AS WELL. TRAINING WITH OUR CURRENT PLATFORM WILL BE PROVIDED BY OUR INTERIM WEBMASTER.

IF YOUR LOVE OF THE MODEL A EXTENDS INTO THE DIGITAL WORLD THEN WE COULD USE YOUR HELP. PLEASE CONTACT ME AT CHAPTERCOORDINATOR@MAFCA.COM OR DIRECTLY AT 405 812 8131 OR ANY CURRENT BOARD MEMBER IF YOU HAVE AN INTEREST IN VOLUNTEERING FOR THIS POSITION.



LAYTON'S JULY 4TH PARADE



The Beehive A's participated in Layton's 4th of July parade again this year. We had a great mix of cars and had 12 cars participate with about 25 people. Layton required safety walkers at all four corners of our entry. Lisi Wiser and her son took the front and Jacob and Logan Youngberg performed duties at the rear of the Beehive A's entry. Following the parade, we took over the Pace's Diary Ann for lunch!



NORTH OGDEN CHERRY DAYS PARADE



In another Beehive A's tradition, we participated in the Cherry Days Parade. We had 22 cars attend the parade, which was followed by strawberry shortcake at Karen and Rudy's.



OGDEN'S PIONEER DAY PARADE

Treasurer Jim Brown did a bang-up job once again organizing the Beehive A's entry into Ogden's Pioneer Day Parade. We were the 38th participant and this year we didn't follow right behind the horses so we had a lot of horn honking.



This year we fielded 24 cars and had a hot, but enjoyable parade. There were no breakdowns, but Troy Evans is having issues with his Borg Warner overdrive. If any of you are experts on the Borg Warner give him a call.



The parade was followed by lunch at the Golden Coral.

UPCOMING EVENTS

We will be traveling to Island Park/Yellowstone during September 13th to 17th to tour. Those going on this tour should meet prior to the August Meeting, Monday August 14th at 6:00 at the Pleasant Valley Library to solidify the schedule and plan for the event.

EVANSTON ROUNDHOUSE/MIRROR LAKE HIGHWAY

August 11th and 12th 2023 the Beehive A's, Salty A's and Utah Valley A's will travel to Evanston for an overnight tour of the Evanston Round House. Route will be Mirror Lake highway to Evanston and back via the

Monte Cristo highway. It should be a beautiful drive. The meeting locations and times will be sent out via email.

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Long Range Calendar

Please see out calendar of upcoming events at <https://beehivea.com/upcoming-events>

Date/Time	Event	Locations
August 11 – 12	Evanston Tour Club Event	Ogden to Evanston
August 12	South Weber Classic Car Show	South Weber, UT 12:30 – 3:30
August 12	Junction City Classic Car Show	Ogden, UT
August 14	Club Meeting 7:00 PM With a Swap Meet at 6:00 PM Club Event	Pleasant Valley Library Washington Terrace
August 19	Dean Murray BBQ Club Event	2554 W 2400 S Ogden, UT
September 4	Hooper Tomato Days Parade	Hooper, UT More info later.
September 9	Berry Family Annual Picnic Club Event	Noon to 1:00 Pm TBD in North Ogden
September 11	Club Meeting 7:00 PM Club Event	Pleasant Valley Library Washington Terrace
September 13 to 17	Island Park Club Tour Club Event	Island Park and Yellowstone

Want a Complete Calendar of Events?

Go to our website at <https://beehivea.com/upcoming-events> and see what's lined up for the year.

Tech Corner

QUESTIONS AND ANSWERS

If you have questions you would like to have discussed at an upcoming meeting, please send them to us at beehiveas1@gmail.com. Because of lead time in preparing the Newsletter, questions arriving less than two weeks before a meeting will be published in the following Newsletter for discussion at the following meeting.

THE DISTRIBUTOR

The distributor seems like a fairly simple device. A gear on the cam shaft turns the distributor shaft, which rotates the distributor cam, that opens and closed the points. In the meantime, the condenser is in there condensing. Opening and closing the points lets the coil build up a high voltage magnetic field that is supposed to collapse and send the voltage down the secondary coil wire and through the distributor to the correct sparkplug.

The fantastic thing about a Model A is even if things are not properly set or adjusted you can usually get it to run.

Randy Christiansen and Ray Wheelwright have long advocated keeping a spare distributor in your car, one that has been rebuilt and timed to your engine. As we've hit Model A parts sellers around the state and at some swap meets we've picked up a handful of distributor bodies. Some are good, some go in the scrap pile. We decide to listen to Randy and Ray and make up a set to go in our cars.

First thing is to clean up and inspect the body. We disassembled the body, taped up the holes and hit it lightly with the bead blaster. Pulling the internal bushings was easily accomplished with the hydraulic press and then we manually cleaned up the hole for the distributor shaft. I like to clean up the oil hole in the body and the actual oiler itself. You find a lot of gunk in

these ports at times. The picture below is the body fresh from electrolysis.



A couple coats of primer and then some black paint made the body look like new. Putting in the new bushings was easy if you either had three hands or your brother was there to help. We gave the end that went into the body a slight taper to get it started and the pressed it most of the way into the body with the press. We added the correct size socket (I believe it was the 10mm in my socket set) between the bushing and the press body, used three hands to get everything lined up and seated the bushing just below the top of the body. Did both ends so we had new, fresh bushings top and bottom.

Before cutting your bushings to fit the shaft you should measure the diameter of the shaft. Les Andrews recommends replacing the shaft if it's less than .498 in diameter.

Now came the problem – how to ream the bushing to the correct size. We've heard you can just use a half inch drill, but we wanted to use an adjustable reamer to get the absolute best fit. Off to Dennis Thompson's we went. That man has a tool for everything – and more importantly he knows where to find it. Dennis provided us with an adjustable reamer and showed us how to ream the bushing and we got a perfect fit.

At this point it's decision time. Original points and condenser or later model ones. I really like to look of the original ones, but the ones I was able to purchase the

points don't quite line up on the stud so I went with later points and condenser. If changing from originals to later points you must have a top plate specific for the later points.

Reassembly was easy (if you ordered the right parts). The kit comes with a .015 metal ship that goes on the top of the shaft under the machined surface. The fiber ship is installed at the bottom of the shaft. Install the sleeve last (ask how I know that), place and ping the pin so it won't walk out. Install the two plates, points, condenser and set the points to .020. Put a little grease on the cam and you should be good to go.

The picture below shows the finished product.



Issues and maintenance on a distributor can occur. When you maintain your car you should oil the distributor in the oil port. If you have a shaft with an oil hole in the top, put a drop in there too. Check your point gap and pull the rotor off to see if there is any side to side or end play in the shaft. If there is, it's likely time for a rebuild. I'd also recommend pulling your distributor off about every year and greasing the bosses where they ride in the head. A few minutes here can prevent an hour of frustration when the time comes that you need to actually pull the distributor.

We now have two rebuilt distributors almost ready to go. When things cool down this fall we'll put them in the cars and time them up.

If you aren't interested in building your own, you can purchase rebuild distributors for a bit over \$200 from many of the vendors.

GOT AN ORIGINAL FAN BLADE?

We've all heard about the original fan blades and the damage they can cause. Below is someone's ceiling hanger showing the damage caused to the side of the hood.



RESTORATION COST – 1957

COST OF RESTORING A 1928 FORD STATION WAGON BY HAROLD FULMER AND SONS, LEHIGH VALLEY REGION, AACA.	
Description	Amount
Price of Station Wagon, November 1, 1957.	\$ 15.00
Price of 1928 Ford Sedan parts car.	50.00
Maple wood to remake body.	76.72
New parts: muffler, timing gear, gaskets, windshield wiper, plugs, ignition parts, fan belt, water hose, etc.	47.49
Safety Plate glass windshield.	24.28
Black roof topping.	14.25
Curtain material, canvas, plexiglas, fasteners, etc.	64.12
Upholstering material, tacks, needles, thread.	33.35
Tires—3 new, 2 used.	64.29
°Chrome plating (Original was nickel—AUTHOR'S NOTE)	45.05
Rubber floor mats.	5.78
Paint brushes, nails, glue, varnish, paint remover, nails, screws, nuts, bolts, etc.	22.55
Running board material, counter top moulding, cement.	7.75
Battery and cables.	8.90
°Paint job on body.	89.00
Motometer and steering wheel.	3.00
Chrome plating on motometer, light switch, Ford emblem. (Original was nickel—AUTHOR'S NOTE)	6.50
Total expense	\$578.03
Parts car sold for scrap (except motor, transmission and rear axle assembly).	- 12.05
Net cost of restoration.	\$565.98

Note: The 1928 Station Wagon was not built by the Ford factory, the body was constructed on the chassis by an outside coach-builder, so there is no factory price noted. However the original cost of the car in 1928 was probably at least \$100 more than the cost of restoration thirty years later.

Sponsors



Jensen Auto Service

3192 Midland Drive
Ogden, UT 84401
801-621-4252

<https://www.jensenautoservice.com>

Member Sales Corner

If you would like to place a free ad in the newsletter for Model A related items, please contact Kevin Youngberg at Beehiveas1@gmail.com. Ads MUST be in at least two weeks before the next meeting and will run for two consecutive months unless you notify me ahead.