



# Rumble Seat Review

June 2022



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



Andrew and Tracy Deckman with their 1914 Model T



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

## President's Message

Clay Pitkin

Greetings!

I would like to extend a warm greeting to all those new members, present & past members, and to those who read our newsletter on-line. I would also like to extend an invitation to you:

If you would like to come out and join our club meeting, please feel free to do so. There is no charge or obligation and you don't have to have a Model A.



Happy Father's Day!

For June's president's message I would like to recognize all the "Fathers", and "potential to be Fathers" and say "Happy Father's Day"!

In my opinion, the "Father" or "Dad" works in conjunction with the spouse or Significant other and takes on the role or responsibility of teaching their kids how to operate something, drive, learn, and how to fix things. The Father or Dad is usually the first one that is called when they cannot fix something, and very often, they are expected to get it right, with very little or no details.

Then for those dads or fathers that have daughters, if their daughters choose to get married, the fathers or Dad's now have to give their daughter away and she takes on a new last name.

On a personal note, before my dad passed away, he was not only my dad, but he was my friend and supporter as well. I recall so many times, working on something with my Dad, and oftentimes, it would frustrate me, but I also knew that with his help, we would be able to resolve whatever it was that we were working on and I also had an overwhelming feeling that things were going to be ok but did not need to be said vocally.

My Dad was a stickler for accuracy, honesty, dependability. He did not believe in sugar coating

anything, and you rarely heard a compliment when you did something right.

However, later in life for me, I learned what he was trying to teach me and that is the feeling you get when you find a solution or when you are working on something and struggling with it, you have the joy of knowing you did it correct and you feel the joy and most of all self-satisfaction that you knew you could do it.

So, I would encourage you to wish all those Dads, Fathers, and Potential Dads/ Fathers, Happy Father's Day! For those who their Dads/ Fathers have passed on, reach out to your kids, and share something special about your Dad/ Father.

As we progressively go into the summer months, tours, parades, etc., are all lined up. The days are longer and warmer, we are putting more and more miles on our model A's. Be sure to take time, check those fluids, and make sure the nuts, bolts, lug nuts, fasteners are tight; lube the chassis, make sure to lube the distributor shaft, and cam shaft that the points ride on. Also, while you are at it, have someone watch as you activate your lights, with the engine running both high and Low beams, Brake lights, turn signals if applicable, Dome lights, etc. and check the air pressure in all tires including the spare!

Also be sure to make sure you have some simple tools in a bag for your "A": Common Screwdriver, Phillips screwdriver, pliers, adjustable wrench, Dykes, or side cutters, a few Zippy ties, electrical tape, spare cotter pins, an extra set of points, feeler gauges, an extra quart of oil, an extra gallon of water/ Antifreeze, and of course make sure you have a good jack, and a lug wrench to remove the tire with if needed, a wheel block, a safety triangle, tow strap, and an emergency blanket.

These are simple tools and things that you can do, that can get you out of a pinch, or predicament. Or quite possibly you may be of assistance to others that need help.

Finally, as always, if there is something that you would like to see, or hear of, or discuss at a meeting, please

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feel free to contact me and we will do our best to accommodate you.

See you on the road in your Model A  
Clay

## New Members

Last month (May) we missed a new member. Daryl Hunt of Heber, UT joined us. Welcome Daryl!

He has a 1929 Roadster that is not currently running and a 1951 Mercedes Open Touring Police that he uses as a daily driver (classy!)

## Next Meeting

Our June meeting will be held:

Monday, June 13, 2022 7:00 PM  
Pleasant Valley Library  
5568 S Adams Avenue  
Washington Terrace, UT 84405

Tech talks will be by Ray Wheelwright and Henry Dominguez. Refreshments will be provided by Ron Lucero.

## Business

2022 OFFICERS	EMAIL
PRESIDENT CLAY PITKIN	ITSTHEPITS5@GMAIL.COM
PRESIDENT ELECT MIKE NICHOLS	MTNICHOLS@YAHOO.COM
VICE PRESIDENT SHAWN YOUNGBERG	SPY1132@MSN.COM
TREASURER/SECRETARY JIM BROWN	NA7GJIM@MSN.COM
NEWSLETTER EDITOR KEVIN YOUNGBERG	JKYOUNGBERG@GMAIL.COM
HISTORIAN HOLLY JENKINS	HOLJENKI66@HOTMAIL.COM
MAFCA REPRESENTATIVE MIKE BACHMAN	MIKE@MIKEBACHMANPLUMBING.COM
PAST PRESIDENT AND EVENT COORDINATOR DENNIS THOMPSON	DENNIST30@COMCAST.NET

## 2022 Dues

**DUES ARE \$20.00 PER YEAR. CONTACT SECRETARY / TREASURER JIM BROWN.**

## Past Events

### JUNE MEETING

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

President Clay Pitkin conducted the meeting, opening with a happy Mother's Day and Memorial Day.

He displayed the 40-year club award given to the Beehive A's of Northern Utah by MAFCA. Two original members were in attendance, Ray Wheelwright and Randy Christiansen.

The annual club Christmas party will be on December 6<sup>th</sup> at the Timber Mine.

A financial report was provided by Treasurer Jim Brown. The results showed the club to be solvent.

Clay discussed the addition of useful links to the website (<https://beehivea.com/>).

Russell Baker presented on the driver roles the club members play at the Salt Lake Classic Car Auction and passed around the signup sheet. This is a club fundraiser.

He also discussed the Erickson Power Museum tour planned for June 18<sup>th</sup>. The Erickson Museum has multiple buildings and displays and you could spend days there without seeing everything. They have waived the entry fee for us and will be providing lunch (you are free to make a donation to help cover the food costs). To ensure they are prepared for the lunch please let us know if you're going at the June meeting and provide the number you anticipate in your party. We'll get a reminder out via email as we get closer if you can't commit at the June meeting.

The museum is in Wallsburg, UT near Heber City. If you're uncomfortable driving your Model A that far or you like your air conditioning feel free to attend in your modern sled. This will be a THREE CLUB event with the Salty A's and the Utah Valley Club.

Clay Pitkin has information on an individual who has Model A parts he wants to sell off. He's working with the gentleman to see if the club members can gain access to them for purchase. Further information will be forthcoming.

Despite his best efforts, Randy Ropelato still has the breakdown trophy. Randy thought he was going to pass it to Dennis Thompson and followed him around on the Eli Anderson Wagon tour, but Dennis' little red Sport

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Coupe held the ignition together long enough to make it home. Dennis reports it was a weak Ford script coil that has been replaced and the car runs great again. Sorry Randy, you may get to keep that nice trophy for another year or two.

Heidi Pitkin provided an introduction to herself and the Pitkin Coupe. The car was owned by a friend and her father bought it, but wasn't able to complete the restoration. Her mother was in declining health and Heidi and Clay bought the car and put it together to enable her mother to ride in it before she passed away. Heidi's mom wouldn't have a ride in the front and chose the rumble seat for her first ride.

Randy Christiansen continued his presentation from the last meeting providing additional history on his car, the restoration process and provided information and advice on ignition wires, filters, condensers and points.

Rick Gibson provided the refreshments, thanks!

### MODEL T DAY



The Model T was introduced to the world in 1908. Henry Ford wanted the Model T to be affordable, simple to operate, and durable. The vehicle was one of the first mass production vehicles, allowing Ford to achieve his aim of manufacturing the universal car.

In 1999 the Ford Model T was declared the most influential car of the 20th century.

On October 1 1908 Ford shipped the first one to a customer.

The T had quite a few firsts in the automotive industry. It was the first to:

- Cast the engine block and crank case as one unit
- Have a removable head
- Use vanadium steel to produce lightweight and strong parts.

Production ceased in 1927, with over 15,000,000 Model T having been produced. The Model T was so successful

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during the 1920's over half the cars on the road were Fords. The T held the record as the most sold car until it was surpassed by the Volkswagen Beetle in 1972 and, as of 2012, was still eighth in the top 10 list.

While the Model T was Henry Ford's car, Joseph Galamb, Eugene Farkas and Childe Harold Wills were significant in the design of the car. Wills' grandson is an acquaintance of mine and he has the original patent office documents submitted by his grandfather for the planetary transmission.



So, what is a Model T? It's a light car (1,200 to 1650 pounds) with a 100-inch wheelbase and a 177 cubic inch engine developing 20 horsepower and operating on a planetary gear transmission. The transmission incorporated a low voltage magneto on the flywheel that sent alternating current to the coils to drive the spark plugs. The magneto system negated the need for a starter or battery, since the engine could be hand cranked to start it. In 1915 electric lighting was provided by the magneto which replaced the acetylene powered gas and oil lamps. Electric start was offered in 1919.

It's been said that Mr. Ford told his management team "Any customer can have a car painted any color that he wants so long as it is black." Well, it's true, sort of. From 1908 to 1913 the Model T was NOT available in black. You could get on in gray, green, blue or red. By 1912 all cars came in midnight blue with black fenders. From 1914 to 1925 Ford did only produce them in black because of lower cost, increased durability of the black paint and faster drying time.

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Henry Ford wanted these to be the universal car. To do that they had to be priced for the average wage earner to afford. 1909 prices were \$825 for a runabout, 1910 the price went to \$900. In 1911 the price dropped to \$680 and continued to drop until 1917 when they went up to \$500. In 1920 they dropped to \$395 and continued to drop until 1925 when they hit a record low of \$260. The last year of production, 1927 they were priced at \$360.

A quick internet search indicated the average wage earner in 1909 made \$0.22 per hour, or about \$460 a year. By 1928 the average wage earner made \$0.75 per hour and worked a 49-hour week.



The Model T is a good-looking car as can be seen in the pictures. Early they were outfitted with brass lights, trim and radiator shell, later it was changes to steel. The early cars are called "Brass Era" cars. Offering 20 horsepower, they are not fast cars, which is probably good since they don't have a brake system as we commonly think of them. Depressing the right foot pedal applies a band around a drum in the transmission, which stops the wheels from turning, while the other two pedals are the low, clutch and high on the left and the center being reverse. The accelerator and spark advance are on the steering column. Get her running by locking the brake lever in place, setting your spark and throttle and giving the engine a crank from out front. Put the break lever a few inches forward to allow the transmission to be placed in low and reverse. Release

the brake pedal and simultaneously gradually and firmly depress the clutch (left) pedal all the way down. You're off and running in low gear. Let the clutch out to the neutral position off low gear, bring throttle down and let clutch out and it goes into high gear.

Clutch, pedal shifting, positioning the brake lever, reverse pedal and brake plus the spark adjust and throttle on the column make it intimidating for first time drivers. There seems to be a lot going on to get it started and moving smoothly, but with a bit of practice it's not too intimidating, well it is for me, I chickened out and wouldn't drive one, but there were a lot of first-time drivers and a lot of stalled starts, but everyone got better with a bit of tutoring and practice.

The T's are fun to ride in, they have a lot of history and are a major part of automotive history, but they are a bit intimidating to drive. Keith Painter has noticed a waning interest in the Model T. Fewer people are buying them and driving them. He set out to offer an experience to car people who may never get the chance to drive and enjoy one and organized Model T Day in northern Utah for May 7. He lined up 10 Model T's with their owners and everyone met at Keith's shop in Wood Cross. The weather was nice, but it was windy and a bit cold. The shop in at a local airport and the weather ensured we didn't have much competition with the taxiing aircraft.

The following cars/trucks and their owners participated:

- 1915 C Cab Delivery – Don McClellan
- 1925 Speedster – David Kamanski
- 1914 Touring – Andrew Deckman
- 1926 Tudor – Doug Jenkins
- 1912 Touring – Keith Painter
- 1915 Touring – Keith Painter
- 1927 Touring – Rudy Eilander
- 1922 C Cab Delivery – Mark Atkinson
- 1912 Touring – Rex Zollinger
- 1915 Speedster – Bruce Boggess

Not to be deterred by all the fineness of the Model T's, a couple of other classics and antiques showed up.

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There were 4 Model A's, 1 1932 Ford Tudor and a 1940 Ford Tudor hotrod.



Thirty-two people attended.

Andrew Deckman and Doug Jenkins drove their cars from the north end of Ogden to Skypark Airport for the event. The distance was nearly 40 miles and took one hour and 36 minutes. Doug reported he shaved almost 10 minutes off his ride home with the tailwind he had.

Thanks to Keith Painter for giving us an opportunity most of us will never have again. And thanks to everyone who brought cars and those that showed up to see and experience them. For most of us it was a once in a lifetime experience.

### Salt Lake City Classic Car Auction



The Beehive A's assisted at the Salt Lake Classic Car Auction by providing about a dozen people to drive the



cars across the auction block. Some nice cars were put up for auction and we saw some fellow club members attending to bid on cars.

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## Youth Impact Car Show

The Youth Impact Car Show was held at the Ogden Airport on Saturday, May 21. Seven Model A's were displayed and many club members attended. Andrew and Tracy Deckman brought their Model T and dressed period for the event (see the cover). They won Best in Class Older than 1940 for their 1914 Model T. Well done! This was the first annual car show for Youth Impact and was a fundraiser for the program.



The breakdown award was nearly presented to Karen Stoker, but you guys have to get up way earlier to get one on Karen.

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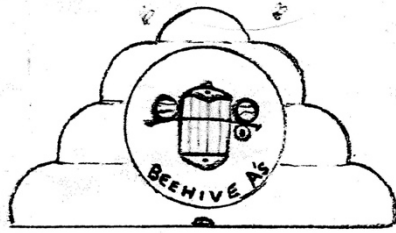
## Forty Years Anniversary for the Beehive A's

The Beehive A's of Northern Utah received their 40 year recognition award in May 2022. Ralph Kotter provided some great information and encouraged me to include it in the newsletter. Over a period of months Ed Niederhauser, John March, Devere Brough, Randy Christiansen and Ray Wheelwright met and organized the Beehive A's Chapter. They received their charter from the Model A Ford Club of America on October 23, 1982. Over the next few months the membership increased to eighteen members including Randy Ropelato.

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The president was John March, Randy Christiansen served as Vice President and Ed Niederhauser was treasurer. Randy typed out the newsletter as well as drew out the first club logo.



An interesting side note is that Beehive A's was not the first chapter of the Model A Ford Club of America in Ogden. Don Niederhauser informed us there was an earlier chapter called, "Rumble Seats and Running Boards" that dissolved sometime before the Beehive A's came into existence.

Forty years later we've grown to nearly 70 members, many of which own several Model A's. We have a wealth of knowledge within the club, some great mechanics, a published Ford historian and a whole bunch of nice people who share our interest in the Model A Ford.

Dennis Thompson provided the below list of past presidents who have lead the Beehive A's through the years. Some are still active in the club, some have passed and some have left to pursue other interests – but each as left a make on the club that makes us what we are today.

Beehive A's Presidents			
1983	John March	2003	John Hall
1984	Randy Christiansen	2004	Stan Carlsen
1985	DeVere Brough	2005	Keith Painter
1986	DeVere Brough	2006	Dennis Thompson
1987	Ray Wheelwright	2007	Dan Johnson
1988	Karen Stoker	2008	Denny Sprecher
1989	Mel Thompson	2009	Harley Johnson
1990	Mike Bachman	2010	Farrell Woods
1991	DeVere Brough	2011	Gene Johnson
1992	Lloyd Parkinson	2012	Dave Spinden
1993	Kevin Fielding	2013	Kirk Clause
1994	Dean Skinner	2014	Cliff Betten
1995	Russ Baker	2015	Doug Jenkins
1996	Russ Baker	2016	Clay Pitkin

1997	Al Davis	2017	Dave Mamanakis
1998	DeVere Brough	2018	Craig Berry
1999	Tom Clark	2019	Randy Ropelato
2000	Tom Clark	2020	Rick Berry
2001	Jim Torghele	2021	Dennis Thompson
2002	Roy Van Orman	2022	Clay Pitkin

## West Haven Car Show

The 2022 West Haven Car Show will be held on Friday, June 24th from 5:00 to 9:30 pm (gates will open to cars at 3:30 pm). You can pre-register your cars at [www.WESTHAVENCARSHOW.COM](http://www.WESTHAVENCARSHOW.COM).

## Long Range Calendar

Date/Time	Event	Locations
TBD	Tour	Island Park
June 3	Advance Auto Parts Car Show	Ogden
June 3	Historic 25 <sup>th</sup> Street Car Show	Ogden, UT
June 4	Malad Classic Car Show	Malad, ID
June 5	Mountain West Street News	Roy City Park
June 10	Historic Route 66 Show	Williams, AZ
June 11	Sounds of Freedom	Layton, UT
June 11	Hot Wheels in Hyrum	Hyrum, UT
June 11	Saratoga Splash Car Show	Saratoga Springs, UT
June 13	Club Meeting	Washington Terrace
June 12-17	National Convention	Kerrville, TX (Alamo A's)
June 18	Erickson Museum Tour	Three club event! Midway, UT
June 18	Morgan Valley Car Show	Morgan, UT
June 23-25	Lava Hot Springs/Oregon Trail Tour	Three club event! Lava Hot Springs
June 24	West Haven Car Show	West Haven, UT
June 24-25	Erickson Antique Power Show	Wallsburg, UT
July 4	Layton and Cherry Days Parades	Club Event! Layton and North Ogden, UT



July 6	South Weber Car Show	South Weber, UT
July 25	Ogden Pioneer Day Parade	Club Event! Ogden, UT
December 5-8	National Awards Banquet	Golden, CO
December 6	Annual Christmas Party	Timber Mine Ogden, UT (CLUB EVENT)

## 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](mailto: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.

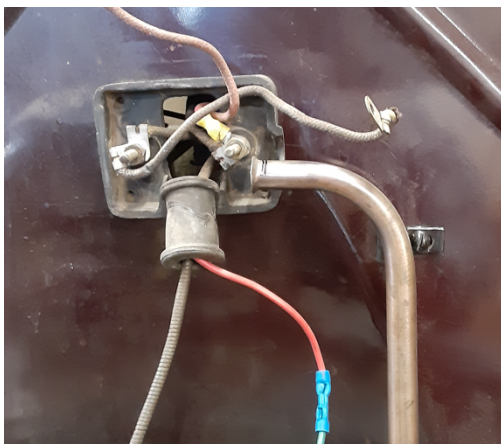
**Ron Lucero did submit a question for the group.** He asks, "Is it a good idea to put a thermostat into the radiator or where does it go? What is the temperature rating and if so is there a part number best used and where to get one? Does the thermostat really make a difference?"

Give it some thought and we'll discuss this topic at the June meeting!

### METAL IGNITION CONDUIT REPAIR

BY KEVIN FIELDING

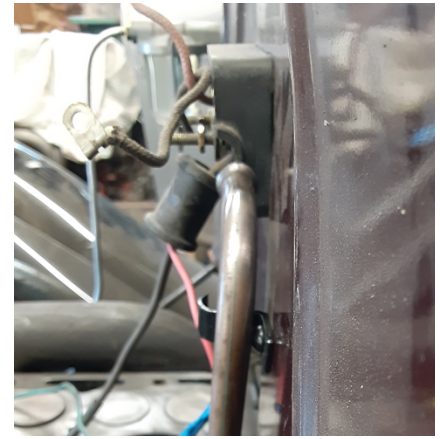
So, while conferring with the Oracle over a can of diet Dr. Pepper. I was told to be wary of the metal conduits causing problems and shorting out in the terminal



box. Well, while I owned the coupe the solution was an easy one, just simply replacing the metal conduit with the woven conduit solved the problem. However, in an

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effort to keep the Sedan reasonably correct, I decided to fix the problem. I am not sure if the conduit is an original or a reproduction but either way the fit leaves a little to be desired.



First you can see that looking at the conduit from the front of the car or the driver's side of the car it simply doesn't fit. A couple of tweaks in the vise with a tubing bender and that problem was solved.

Next it was pretty obvious that the conduit was too long

where it entered the terminal box. A quick trim with a tubing cutter and that problem was solved.

After dressing up the end of the tube, with a file and a countersink, I reapplied the flare using a single flare tool.

Finally, a test fit and things line up much better. One word of caution, make sure you have the proper clamps both on the water outlet and the firewall prior to making these changes. Hope this helps, and



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remember it is only my way of making naked cats, your way may work too.

Kevin Fielding

Thanks to Kevin Fielding for the great article!

### SO, WHAT DID IT COST?

I found this online, it's apparently an AA closed cab truck. I found two persons named Freeman Tinkalpaugh in the US during that period. One in California (he died in March of 1929, so I doubt he bought the truck. Another in Minnesota who was born in 1875 and passed in 1947. I couldn't find anyone with a first name of Freman. Makes me wonder who owned the truck and how they used it. The freight fee was nearly 20% the price of the truck. \$5.00 to unload it, equivalent to a good wage for a 10-hour day at the Ford plant. Net profit on the truck was \$136.84. Total sales amount after insurance, interest, freight, unloading, bumpers, gas, oil and chains was \$936.85. Mr. Tinkalpaugh paid \$300 down, \$47.17 in interest over 12 months and had monthly payments of \$53.00.

## 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](mailto:Beehiveas1@gmail.com). Ads will run for two consecutive months unless you notify me ahead.

### In search of: 1929 Left Front Fender

Roy Van Orman is looking for a 1929 left front fender. Contact Roy at 801-292-8085

### In search of: Shock Absorbers

Brian Gough is looking for shock absorbers. He can be reached at 385-306-0351

### For Sale: Model A and Early V8 Starters

Model A and early V-8 starters for sale. All need a rebuild. \$20 each. Contact Doug Jenkins 801-725-0207.

### For Sale: Model B head and water pump, hood support

Model B head and water pump. Pump may have been rebuilt, not sure, it was at least cleaned up and painted, make me an offer.

Hood support, Snyder's part # A-16608-SS, new in box, \$10.00

Kevin Fielding 801-726-7042

### For sale: Original Pop-out Switch

1930-31 Original pop-out switch – restored. Contact Randy Christiansen 801-479-8126 or cell – 801-452-3392, Email is [hotrodkid@aol.com](mailto:hotrodkid@aol.com)

### Wheels for Sale:

Model A rims for sale at \$75 dollars each. At present I have six – 21inch rims, two – 19-inch rims, and one – 17

### Parts Wanted:

1930 - 1931 Rear Fender braces, Rear Bumper Support, Light/ Horn Rod and a seat for a 1930 pickup.

Mike Nichols 801-725-4833

Email: [mtnichols@yahoo.com](mailto:mtnichols@yahoo.com)

**Parts Wanted:**

Top irons and bows for a 1928 - 29 Ford Model A Standard Phaeton. Would like to find in excellent cond. but call if you have any in even fair condition. 801-731-3980 (Cell: Randy 801-430-1512) Randy Ropelato E-Mail: [garope29@aol.com](mailto:garope29@aol.com)

**Sponsors**



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