



Rumble Seat Review

October 2023



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



The Beehive A's at Virginia City



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

President's Message

Mike Nichols

Many years ago, a neighbor man that I considered a friend passed away at an old age. I had known the man for many years and had many lengthy conversations with him. I felt I knew the man quite well, that is, until I read his obituary. I learned from his obituary that at age 18 he volunteered for submarine duty in World War II. I was stunned that after all those years I had no idea of what a story this man had to tell. I was humbled and felt sad that I would not have the opportunity to tell this man how in awe I was for what I had learned about him. We recently lost a good friend, Roy Van Orman. I am so grateful that Jan and I took the time to sit and visit with him before his passing. Like my neighbor, I have known Roy for about 12 years. Like my neighbor, I had some great conversations with Roy at various club events. Roy was feeling sentimental that day and shared with us much of his life's history. Like my neighbor, Roy was an amazing man who accomplished so much during his lifetime.

We were touring in Yellowstone at the time of Roy's funeral. We were gathered at dinner on the day of his funeral when Russ Baker asked us to take a moment and reflect on Roy and consider his presence with us. A comment was made that Roy would understand why we missed his funeral and that he would have likely been upset with us if we would have canceled the tour to attend. Rest in peace our good friend Roy.

The Beehive Club has given us an opportunity to meet and enjoy the company of many great people. I have said it before and I really mean it, I am grateful for the friendships I have made from my membership in the Beehive Club. I look forward to many great years of association with each of you.

Pres Mike

New Members

No new members were reported in September.

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

Next Meeting

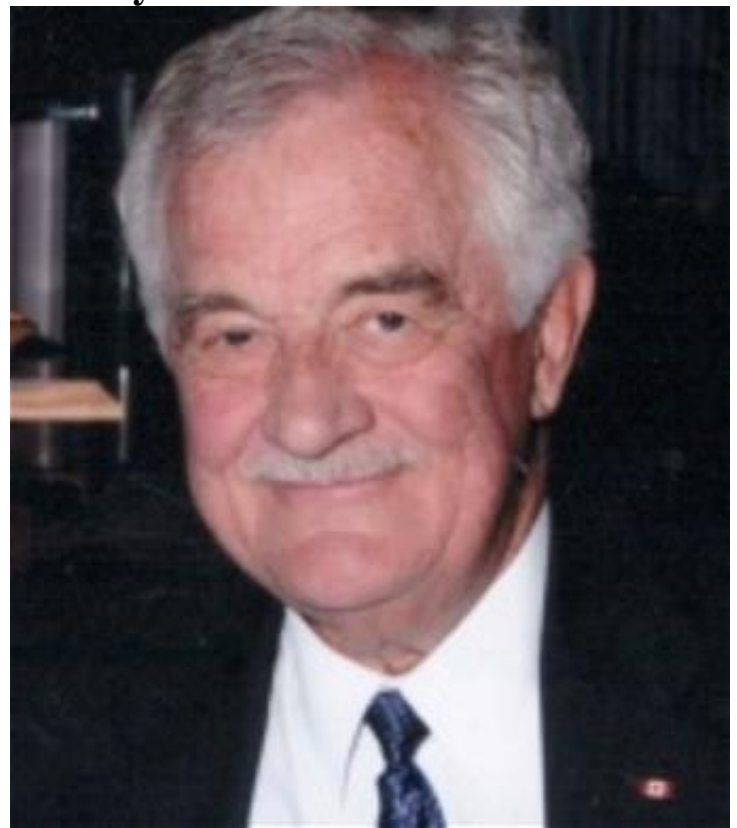
Our October meeting will be held:

Monday, October 9, 2023 7:00 PM
Pleasant Valley Library
5568 S Adams Avenue
Washington Terrace, UT 84405

There will be a safety presentation by Ron Lucero and Clay Pitkin will discuss carburetors, we'll review the Yellowstone/Island Park tour.

Barbara Berry has kindly agreed to bring the treats!

Dr. Roy Van Orman



Roy Van Orman passed away on September 12, 2023. He was born on July 21, 1937 in Lethbridge, Alberta, Canada. At 14 he moved with his family to the Salt Lake City area. He attended Bountiful High and graduated from Davis High School. In his youth he had many interests including cars.

Facebook Beehive Model A's

Roy was active in the LDS church and serviced a mission to Hong Kong. Following his mission, he continued his education and during that time he met and fell in love with Kathleen Dayton. They are married in September 1963.

He finished his degree in Sociology at Weber State, a Masters in Social Work from the University of Utah and he received a Doctorate of Education from Brigham Young University.

He and Kathy have two children, Lyle and Lynsey.

Roy had a quick wit and an incredibly sharp mind.

He was a member of the Beehive A's and the Salty A's serving as an officer in both clubs. He will be missed by all who knew him. Our sincere condolences to his wife and children.

Past Events

SEPTEMBER MEETING

The September meeting was held on Monday, the 11th. Kelly Johnson attended virtually from Evanston. The club held a work day on Kelly's car to clean up some of the items they were unable to complete on a previous work day these included replacing a window and installing a new water pump. Once completed they had a difficult time getting it started and after a complete diagnosis by all the Master Mechanics in attendance they realized in the words of Karl Childers, "I know what's wrong with it. Ain't got no gas in it." Thanks to Karen Stoker and Rudy Eilander for allowing the club to work on the car at their shop.

Thanks to all that pitched in to help Kelly.

There was a discussion on the Dean Murray BBQ he held for us at his home. A big thanks to Dean for hosting us.

We also had the Berry Family get together in North Ogden which was a huge success. Thanks to the Berry Family and Dennis and Jerry Thompson for all the work they did to put it together.

Mike Nichols (holder of the break down trophy at the time) discussed his exploding battery that was in his 1928 Leather Back. After some discussion the logical

conclusion was that the battery had been charged dry and when the starter was switched on the battery exploded. We're looking of a surplus bomb suit for Mike to wear when he starts it going forward.

The Beehive A's had planned on participating in the Hooper Tomato Day's parade, but we got rained out. President Nichols went out just in case some of the other members attended and took his Blind Back trailer queen. He found Dean Murray there in is Coupe and Dean convinced Mike to take the queen out of the trailer and drive it in the parade. He told Mike if you take a towel you can wipe the water off after. So, we did get represented after all.

The upcoming Island Park/Yellowstone tour was discussed and the most current agenda was passed out to those going. Thanks to Holly and Doug Jenkins for putting together the routes and activities. See Henry Dominguez's writeup of the event below.

Ray Wheelwright wrapped us up with a discussion on head gaskets. If you own a Model A and haven't had to change a head gasket yet, hang on, that time is coming!

A thanks to Mike Nichols who provided refreshments.

YELLOWSTONE TOUR 2023

by Henry Dominguez

The 2023 Yellowstone Tour was great fun and a great time. With clear skies (mostly) and mild temperatures, the weather couldn't have been better. Six people trailered their cars, while 6 of us were daring enough to drive our Model As the 300 miles to Yellowstone Park.

I had driven my A-400 to Evanston, Wyoming, a little over a month before, and it ran great, so I had no trepidation about driving it to Yellowstone. A few days before, I changed the oil in the engine, checked the fluids in the transmission and rear end, checked all the lights and tire pressure (in the spare, too), and filled the gasoline tank. I told my wife Pat that we were ready to roll!

Since my car was in Corinne, I told wagon master Doug Jenkins that we would meet up with him and the rest of the group on the north side of Brigham City.

DAY 1

The gang left Smith & Edwards' parking lot at precisely 8:00 a.m., and Pat and I joined them around 8:30.

Doug had planned the trip so that we never had to travel on the freeway. We paralleled I-15, on one side or the other, from Ogden all the way to Idaho Falls. And from there, we got on Highway 20, which took us into Island Park.

Traveling on those old highways in our Model As was like going back in time. They were two lane roads which paralleled the railroad tracks, taking us through small towns and countryside you just don't see driving on the freeway. And since we were traveling at around 40 miles per hour, we saw everything in detail.

Our first stop was at the Fast Stop Travel Center, which it was—a fast stop. From there we drove up to Malad City, Idaho, where we stopped again, to get gas. We were off in short order and we all made it over the Malad summit, which doesn't look that high, but is actually about 4,600 feet above sea level.

Around this time, I noticed that my coolant temperature was up to about 190 degrees, even though it was nice and cool out. I didn't think too much about it because the car wasn't boiling over. However, as we were approaching the little town of Downey, Idaho, I started smelling something funny. It wasn't a dreaded electrical odor (thank goodness), but it wasn't good. So, when we pulled into the 66 Station there, I decided to open the hood and take a look. And it was quickly apparent what was causing both the odd odor and the high engine temperature—a shredded fan belt! Fortunately, I had a spare in my truck, so I put it on, and voilà, the odor disappeared and the coolant temperature dropped to about 140.

Back on the road, we had a trouble-free trip all the way to Inkom, Idaho, where we stopped to eat lunch. As per Doug's instructions, everybody had packed their own lunch, and we had a relaxing lunch in the enclosed pavilion in the city park. But we still had a long way to go, and a short time to get there, so we were off once again.

We drove through Pocatello and Blackfoot, and as we were heading towards Idaho Falls, we could see dark storm clouds heading our way from the northwest. Nobody likes driving in the rain, even in a modern car, but as we all know, the wipers on our Model As are marginal at best, but they do help. That's IF you have wipers. Well, my car doesn't have wipers! But I wasn't concerned about that since all the weather reports said that the skies were going to be clear. The dark clouds in the distance begged to differ. "Maybe we can beat the storm!" I told Pat.

Everybody filled up at Idaho Falls, ensuring they had enough fuel to make it the 80 miles to Island Park.

As we left Idaho Falls, it started sprinkling, but not enough to cause concern. Besides, we pulled up to an old Conoco gas station in Thornton, Idaho, which took our mind off the weather.

Doug had made arrangements with the owner of this gas station of yesteryear so that we could take a tour through it. And what a cool place it was, indeed. One side was filled—and I mean filled—from floor to ceiling—with Coca-Cola memorabilia and petroliana: oil cans, gas cans, road maps, signs, Coke machines—you name it, it was here! On the other side of the wall was the owner's collection of cars: a couple of Chevrolet SSRs, an old Vette, a Chevy Nomad wagon, a 70's Ford El Camino, and a nicely restored '31 Model A pickup. It was a great tour, but it was getting late, and it was raining. We said our good-byes, and we were off again. We still had 50 miles to go, which wasn't that far, but we still had to climb a pretty good grade out of Ashton.

As the highway started to climb, the rain was coming down steadily, and it was dark out—I could still see, but barely. But then my car began to misfire something horribly! I wasn't sure if it was spark or fuel, but I sure didn't want to breakdown in these circumstances. If I could make it to the summit, the engine might calm down a little. It didn't.

Fortunately, the engine didn't die, and the ol' 400 got me and Pat to the hotel. It had been a long day, and I'd try and figure out what's wrong with the engine in the

morning. The weather was supposed to be clear and sunning the next day.

DAY 2

It was clear, too. A little cool, but clear. And it was going to be another full day as well. Today, we were going to make our way to West Yellowstone, Montana, then enter Yellowstone Park. For this part of the tour, Russ Baker was the wagon master, and he had planned the entire itinerary wonderfully.

I didn't sleep too well the night before, worrying about my car. But my worrying was all for naught because my car started right up and seemed to run just fine. Did the moisture in the air the night before cause my engine to misfire? Perhaps there was something in the gas tank that was plugging the fuel line. Whatever it was, it was not there now, and so we took off from our hotel to join the others.

But then, as we were climbing a small grade, my car began acting up again. There was no way I was going to be able to drive it any further. So, I pulled into a gas station and parked it there, and Rudy and Karen graciously invited me and Pat to join them in their Fordor Sedan.

We first went to Grand Prismatic Spring, where scalding water flows into the frigid Firehole River. As our caravan of Model As entered the parking lot, it seemed that people were more interested in our cars than in the Spring. But that's the way it was wherever we went.

From there, we drove over to Old Faithful Inn, and parked in front of the log building as tourists gawked. We had to wait around for about 45 minutes before Old Faithful erupted, but it was worth the wait. After that we mulled around for a while, and then our president, Mike Nichols, asked us to gather around the Old Faithful sign outside of the cafeteria. It wasn't planned this way, but as pictures were being taken, Old Faithful erupted, and so we got a group photo with Old Faithful in all her glory the background!



It was now time to make our way back to Island Park, but before we did that, we decided to stop off at West Yellowstone to do some souvenir shopping. As we were getting out of our cars, Randy Christiansen came up to me and said, "I don't want go shopping. Why don't you and I go on a head, while the girls go shopping, and see if we can fix your car."

I was all for that, of course, and so were most of the men! So, the arrangements were made that Rudy, Randy, Dave Spinden, Phil Dunn, and Dan Johnson, would go help me fix my car, while our wives stayed behind. Karen would drive the girls back to the hotel in her Model A.

To make a long diagnostic story short, we found that we had good fuel flow, but no spark. Randy had a known good distributor in his supply of spare parts, and we installed that, and the car started and ran. And it ran fine. So, we all took off to the hotel.

With my car now fixed (apparently), us guys were out front of the hotel shooting the bull and waiting for the girls to show up. Suddenly, we saw Karen's Model A coming down the highway at slightly under breath-taking speed! I wasn't sure if she would be able to stop in time to make the hotel's driveway. But she did and came to a screeching halt right in front of us..., with Karen, JoAnn, Kris, and Pat laughing it up! It was a sight to behold, I can say that!

We all went to dinner at the restaurant across the street.



DAY 3

The weather was still nice when we woke up, and we started the day at Doug and Holly's camp site, where they hosted a marvelous and delicious breakfast. But my car began to act up again on the way over to Jenkins' place. Obviously, it wasn't the distributor that was causing my problems, or was this a new problem?

As we were having breakfast, Dave Spinden suggested that we replace the carburetor. "I have a carburetor in my pickup that I used for years without any problems," he said. "Why don't we put that on your car and see what happens?"

We did, and then my car started right up and ran great. In fact, it started better and ran better than it had ever done before! Maybe it was the carburetor all along? I was happy, but I wasn't confident. Nonetheless, with my car running so well, I took off with the rest of the troupe and headed to Virginia City, Montana, an old mining town some 90 miles from Island Park.



The highway was good all the way to Virginia City, but it was quite a climb getting there! But everybody made it, including my car! It was still running like a champ.



We toured the enchanting town, had lunch at a German restaurant, and visited Boot Hill, the town's cemetery, as we left. Buried there all in a row, were 5 "road agents," outlaws who "patrolled" the roads back in the day. According to the signage, all five were hanged on the same day from the same tree! Justice in the Old West was swift and unmerciful!

DAY 4

Day 4 was less frenetic than the previous three days, but no less eventful. In fact, events occurred on this day that had never happened before in the history of our club!

The plan was to visit Mesa Falls in the morning, have lunch, and then visit Big Springs in the afternoon. It's only about 20 miles from where we were staying to the falls, but Mike Nichols' Model A conked out on the way out. It had been running beautifully all during the trip, but then it just suddenly died. And when he tried starting it again, the engine would not even crank over. Battery? Generator? Cutout? Time to open the hood.

Another long diagnostic story short..., it turns out that it wasn't any of those things. It was a blown fuse. Once replaced, Mike's car started right up and ran like nothing had ever happened. And none too soon, too, because people had been mulling around waiting for Mike to get his car running so that they could all head for the next site. They had all seen Mesa Falls and were anxious to get going.

It was at that moment that somebody mentioned the "Breakdown" trophy. Mike had it in his car from the breakdown he had had going to the Dean Murry car show just a month earlier. But the trophy should have been passed on to me when I broke down two days before, but everybody just forgot about it. So right then and there, Mike got the Breakdown trophy out of his car and gave it to me, and then I gave it right back to him!



So, this might possibly be the first time in our club's history that two members won the Breakdown trophy on the same trip!

We ended the day at Mike and Jan's cabin, where we feasted on hot dogs, hamburgers, and grilled corn on the cob.

DAY 5

Instead of backtracking the route that we had taken up to Island Park back to Ogden, Doug mapped out a route that took us back home via a completely different route through Driggs, Victor, and Swan Valley, Idaho; then through Alpine, Wyoming; and then through Soda Springs and Preston, Idaho. And what a beautiful route that was, too! We drove through beautiful farmland, over lush mountains beginning to get their fall colors, and by deep blue lakes. There were a couple of grades we had to get over, but nothing our Model As couldn't handle.

Beehive A's Rumble Seat Review, October 2023

During our stop-over at Alpine, my wife wanted to drive the A-400, to give me a rest. I was all for that!

Pat knows how to drive a standard transmission car, either "three on the tree" or floor shift, but she had never driven a Model A with its cantankerous transmission. But she drove it like a veteran. Hmm, maybe we'll have to get her her own Model A!

The entire group stopped at the Maverick station in Wellsville, Utah, just south of Logan, to say our good-byes. It seemed as though everybody was kind of sad that the trip was over, and yet, glad to be almost home, as well. Which was understandable, for we left Island Park at 8:30 in the morning and most of us didn't get home until 8:00 that night. All-in-all, those who drove the entire trip added over 1,000 to their Model A's odometer!

On behalf of the entire group, I want to thank Doug and Holly for arranging and planning such a wonderful tour to Yellowstone. Every step of the way was well orchestrated and came off without a hitch.

BERRY FAMILY PICNIC

The Berry Family once again hosted the Beehive A's for a picnic and gathering.



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

The Beehive A's assembled at North Ogden Park on Saturday, September 9, and enjoyed numerous chat sessions, traded stories and experiences and basically solved all the worlds problems.



We enjoyed pulled pork sandwiches and pot luck salads as well as some delicious deserts. About 45 people assembles and brought 18 Model A and other classic cars. We even had two Phaetons displayed, including a very rare two door.



Thanks to Craig Berry, Barbara Berry and Dennis Thompson for all the hard work they did to prepare and host the event.

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Long Range Calendar

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

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

Date/Time	Event	Locations
October 9th	Club Meeting 7:00 PM Club Event	Pleasant Valley Library Washington Terrace
October 14	George Whalen Veteran Home Club Event	10:30 Am to Noon 1102 N 1200 W Ogden
October 14	Sweet Rides & Sauerkraut Car Show	Providence, UT 10 AM to 2PM
October 18- 21	South Central Utah Tour Utah Valley A's	Fremont Indian State Park, Bryce Canyon, Kodachrome Basin, Petrified Forest, Anasazi Park Capitol Reef.
November 13	Club Meeting 7:00 PM Club Event	Pleasant Valley Library Washington Terrace
November 25	Proposed Tour Let us know if you want to hold this	Ogden Valley Poker Run
December	Christmas Dinner	Timbermine 1701 Park Blvd, Ogden

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.

Sorry, there will be no tech corner this month.

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.

For Sale

Lot of carburetor parts new/used
Zenith 1 Carburetor- restored but needs tested
Zenith 2 Carburetor – restored but needs tested
Assorted light bulbs including 2 halogens
3 each in line fuel filters
new set of CL spark plugs
used set of 3X spark plugs
2 modern point sets
Original ford emblem
New radiator shell crank door and rivet
Used set of Champion W16Y spark plugs
28-9 radiator cap
New 30-1 spark plug connector set
New water inlet bolts
New firewall patent plate
Original 30 dash light
Glass sediment bowl and screen
New wheel bearing set for one front wheel missing inner races
Clutch adjusting shaft (shaft only)
Used coil
Used lug nut set
2 used oil drain plugs
30 door striker catch plates
Headlight bar pad set
Radiator petcock valve
Water pump collar
2 water inlet necks
2 28-9 water outlet necks
1 30-1 water outlet necks
Used radiator hose clamp set
Water pump bolt set (not studs and nuts)
Timing gear to cam nut socket
Timing kit
Rear leaf spring bolt
3 30-1 radiator caps
Timing pin plunger
3 terminal box wing nuts
2 crank pulley bolts, 1 has teeth machined off
Crank pully socket, machined to fit
Transmission and tower, painted and ready to go. Has used gear set

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2 starter motors, 1 with switch
Box of Bendix springs
1 cam shaft

Contact Dennis Thompson for any of the above.

Car For Sale

Val Fisher is wanting to sell his 1930 Model A. He's asking \$14,000.





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