

# Rumble Seat Review

February 2021



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



**1930 Murray Body Fordor  
Belonging to Founding Member Randy Christiansen**



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

## President's Message

### Dennis Thompson

I would like to thank Clay Pitkin for the tech talk in January. His experience on dealing with carburetor issues has gained him valuable knowledge that he was generous to share with us. If anyone has an item that they would like to see presented in the tech talk please let me know.

It is time now for us to change the oil, grease the chassis, rotate the tires, and fix all those little things you knew last summer were problems with your cars. Touring season is about to start. I know that as soon as the roads are clear of the winter crud, I am going to drive mine more than just around the neighborhood. I just finished replacing the front suspension on my Cabriolet and I am excited to see if the fixes were worth the money and bruised knuckles.

Since the touring season is close, please watch the newsletter for information on upcoming tours. The 2021 dust off tour is in the planning stages and a tour to Western Radiator is scheduled. Put these on your calendars so you will not miss them.

Dennis

## New Members

Welcome to our new members!

Richard and Carolyn Gibson, Taylor, UT

## Next Meeting (NOTE NEW LOCATION!)

Monday, February 8, 2021 7:00 PM

Topic: Scratch Repair – Doug Jenkins

Dean Murray's

1812 N 2000 W Suite 100

Farr West, UT

**This is an upstairs location.**

**MASKS ARE REQUIRED**

## Business

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## 2021 Dues

**JUST A REMINDER, IF YOU HAVEN'T PAID YOUR DUES FOR 2021 PLEASE CONTACT JIM BROWN. DUES ARE \$20.00 PER YEAR. IF YOU HAVEN'T RENEWED BY THE END OF MARCH YOU WILL NOT BE CONSIDERED A MEMBER AND WILL NOT RECEIVE THE NEWSLETTER. THANK YOU.**

## Past Events

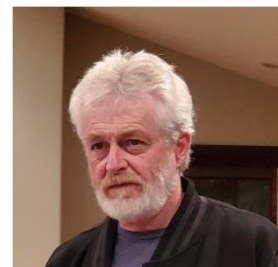
### JANUARY MEETING

President Dennis Thompson called the meeting to order. He thanked Dean Murray for allowing the club to meet at his office.

Upcoming tours and events include:

- Western Radiator Tour on March 3 at 4:30 PM
- Dust Off Tour in March or April (weather dependent)
- Vintage Caterpillar Tour (Spring)
- Classic Car Auction

Dennis Thompson announced that we are seeking persons for President Elect. No one volunteered for the position and no nominations were received. The item will be tabled until the next meeting.



Rick Berry was nominated for newsletter editor and Kevin Youngberg for newsletter assistant. Nominations were seconded and voted upon; both were elected. A special thanks was given to Rich Kotter who has diligently served as newsletter editor for a number of years.

Jim Brown reported on the club finances. There are no outstanding debts and the club is solvent. Jim noted that the website host no longer supports the format our website operated on and he is in the process of rebuilding the site. The last portion is the member area requiring a login to access and it will contain the membership directory. Hopefully that will be operating soon.

Randy Ropelato has accepted the position of Events Coordinator (see Items of Interest of details).

Sharon Clarke has donated a brake lining tool and a wheel painting rotisserie. They will be housed in Rudy Eilander's shop. Thanks to Mrs. Clarke for the generous donation.

Russ Baker announced the Sixth Annual Classic Car Auction will be held at Thanksgiving Point on May 1, 2021. It will be a live auction, hosted outdoors and the Beehive A's will be providing drivers. Look for further information as the event gets closer.

Clay Pitkin provided a technical presentation on carburation. Thanks to Clay for pitching in on this important subject.



Refreshments were provided by Dennis Thompson.

At the February meeting Doug Jenkins will provide a technical presentation on scratch repair and the refreshments will be provided by Kirk and Mary Clausse.

## Member/Car Profile

### *Charter Member, Randy Christiansen*

Randy Christiansen has always enjoyed cars. Being a teenager with little money and a passion for cars meant that he had to buy them needing work and learn how to repair them himself. Learning mechanics early came in handy later when he got interested in Model A's. His father was a carpenter and he learned woodworking from him, another skill that came in handy.

Around 1976 a fellow lived up the road from Randy who had a 1930 Model A coupe. Randy and he got friendly and this neighbor had located a Model A on the west desert. It was in pretty bad shape. The wheels were in the salt and the bottom half of some were completely rusted away. The neighbor retrieved it and brought it home. He sold it to Randy and agreed to help him restore it and promptly got transferred a few months later.

The car was a late 1930 Fordor Murray body. The Fordors have an extensive amount of wood in them, much of the structure is wood with the sheet metal body nailed to the wood. After being out on the desert for years the wood all needed to be replaced. This required Randy to do some extensive surgery on the body and build all new wood.

The restoration process took four years. There were not many resources available, so Randy went to the library and ordered books from ads. He did the body work and paint in his garage. Forty years later it still looks great. He says it was an interesting process since there was no internet to help him find parts or see how others had addressed the problems he faced.

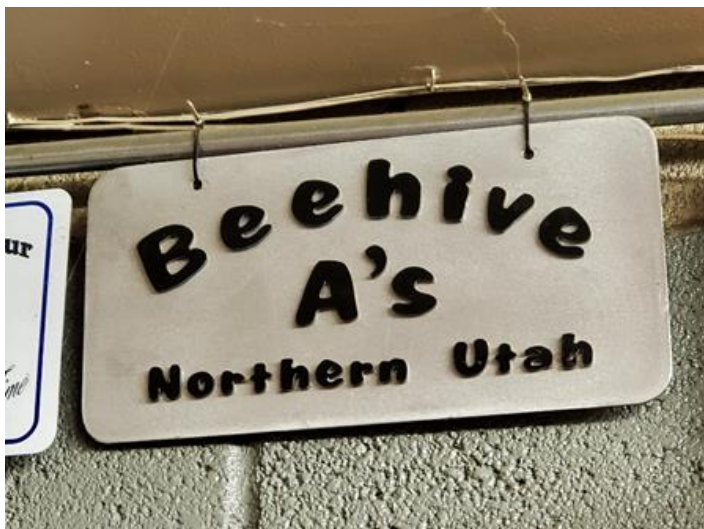
Although his friend who sold him the car moved away and left him without experienced advice, Randy was undeterred. He saw Ray Wheelwright driving his Model A, followed him home and informed him that he had one just like the one Ray was driving. This led to a friendship that lasts today.

Following a complete restoration, he entered it into several competitions and the car always placed well including winning one Award of Excellence. Over the years Randy has driven it all over the country taking it over Pike's Peak, into Canada and along Highway 1, the Pacific Coast Highway. He believes cars are to be driven and this one proves it; he currently has 47,000 miles on it.



Over the years he has added a Mitchell overdrive and an inserted bearing engine. The original babbitt engine rests under a workbench and is all ready to drop back in the car should he need it.

Early on, a group of five that included Randy, Ray Wheelwright and Ed Niederhauser recognized a need for a group that was focused on Model A's as classic cars. They formed the base for the Beehive A's. Randy still proudly displays a Beehive A's custom plate in his garage.



Randy's first Model A was the Murray Fordor that he still has today. He bought an interesting Model A from a fellow in Morgan who had it advertised as a '32 Ford

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convertible in the Ogden Big Nickel (brings back memories). He went to see it and he realized it was a 1931 Cabriolet and bought it. It had an interesting history. The person selling it had served an LDS church mission to Finland. He found the car there and had it shipped home. Not only did it have an unusual history, it also had a Russian GAZ engine in it as well as a speedometer that read in kilometers. An Idaho parts supplier came to the Ogden area and offered Randy a substantial amount for the engine, so he sold it. He wishes now that he had kept the engine. His goal for the Cabriolet was to create a near original show car and he succeeded. He showed the car around for a few years and someone offered the right money, so he sold it.

Another unusual car he restored was a 1914 brass Model T with carbide lights. In addition to the Model T, he restored a 1930 Roadster. Both of these he eventually sold.



**Randy Christiansen, Beehive A's Charter Member, with his 1930 Murray Body Fordor.**

Randy is a car guy, not only does he have his Fordor, but he has also restored a Triumph TR3. This little car shows his attention to detail and is beautifully restored.

Randy believes in being prepared. He keeps a good set of spare parts in his car. In addition to a complete and tested carburetor and distributor he has one each of all the common bearings.

Randy finds joy in learning, building and repairing things. When asked what Model A he'd have if he could have anything, he replied, "A Fordor". It looks like that one he restored 40 years ago is a keeper.

## Long Range Calendar

Date/Time	Event	Location
Feb 8 7:00 PM	Meeting	1812 N 2000 W Suite 100 Farr West, UT <b>NOTE LOCATION CHANGE</b>
Feb 13	Red Car Show	Las Vegas, NV
Feb 19-21	Mesquite Motor Mania	Mesquite, NV
March or April (Weather Dependent)	Double Dust Off Tour	Breakfast and Hill Air Force Base Museum then Antelope Island (See Items of Interest)
March 3 4:30	Tour of Western Radiator	3050 Pennsylvania Ave Ogden, UT
March 8 7:00 PM	Meeting	1812 N 2000 W Suite 100 Farr West, UT <b>NOTE LOCATION CHANGE</b>
March 19-20	Chrome in the Dome	Pocatello I.S.U. Arena
April 6	Lehi Cruise Night	Lehi
April 7	Jordan Landing Free Cruise	Jordan Landing
April 12 7:00 PM	Meeting	5568 S Adams Avenue Washington Terrace, UT <b>SUBJECT TO CHANGE</b>
April 22	Valley Fair Cruise Night	Salt Lake
April 24	Jolly's Spring Fling	Brigham City
April 27	Garage Grill Cruise Night	Draper
April 28	Burger Stop Cruise Night	Layton
May 1	Lake Powell Cruiser Car Show	Page, Arizona
May 5	Jordan Landing Free Cruise	Jordan Landing

May 10 7:00 PM	Meeting	5568 S Adams Avenue Washington Terrace, UT
May 14-15	UVU Car Show and Swap Meet	U.V.U.
May 21-23	Good Guys Salt Lake Nationals	Utah Fair Park
May 25	Garage Grill Cruise Night	Draper
May 26	Burger Stop Cruise Night	Layton
May 27	Valley Fair Cruise Night	Salt Lake

## Items of Interest

### NEW EVENTS COORDINATOR

Randy Ropelato consented to be the Events Coordinator for 2021. This position will assist members in scheduling and coordinating events. Members will conduct the events with technical assistance from Randy. If you have ideas for tours, meeting topics Randy can help you be successful in setting up and running the event.

### PRESIDENT ELECT

The President Elect (for 2022) position is still open. The current presidency is seeking persons who may be interested in holding the position. If you have anyone you feel would fill the position or if you are interested in holding the position please contact President Dennis Thompson at [DennisT30@ComCast.net](mailto:DennisT30@ComCast.net).

### WESTERN RADIATOR TOUR – MARCH 3, 2021 AT 4:30 PM

Western Radiator has kindly consented to provide a tour of their facility to us. They will receive us at 4:30 PM on Wednesday, March 3, 2021 at their facility at 3050 Pennsylvania Ave, Ogden, UT. Now is a great chance to see the magic they do when we send a radiator in for repair.

### DUST OFF TOUR

There will be a two-part Dust Off Tour this year. The first part will be for everyone, including people who haven't participated in tours previously and is designed to provide everyone an opportunity to test out their cars, see how they perform and give them the confidence to participate in longer tours.

The group will meet for breakfast and move to the Hill Air Force Base museum for a tour. Those who desire can then move on to a tour of Antelope Island.

This will provide an opportunity to give the cars a workout, improve confidence in your car and give Randy Ropelato a chance to award the new "Break Down Trophy" recently created by Ray Wheelwright.

**MEMBER NEWS**

Long time Beehive A's member Kevin Fielding has finally retired. He served 39 years at the Sheriff's Office and 31 years at the Davis School District. Congratulations to Kevin on his retirement.

**Who Has What Cars**

Name	Year	Model	Notes
Dennis Thompson	1930	Cabriolet	68-B
Dennis Thompson	1930	Sports Coupe	50-B
Dirk Youngberg	1930	Tudor	55-B
Shawn Youngberg	1928	Closed Cab Pickup	82-A
Kevin Youngberg	1929	Fordor	Briggs 170-A
Kevin Youngberg	1929	Tudor	55-A
Ray Wheelwright	1930	Fordor	Murray 165-C, Early '30 Assembled in San Francisco
Randy Christiansen	1930	Fordor Town Sedan	Murray 155-C Built November 1930, Restored 1980

If you would like your car included in the list please contact Kevin Youngberg at [beehiveas1@gmail.com](mailto:beehiveas1@gmail.com).

**Tech Corner**

**FUEL, SPARK AND COMPRESSION**

The Model A Ford is a great and simple car. The fuel is gravity feed; wiring is simple and direct (even if it came positive ground) and the engine compartment provides easy access to most things. Yet, when it doesn't start, we see the hood go open and 10 people crowding around offering opinions. I often read the Model A forums and some of the groups on Facebook. People post a starting problem and the "experts" offer solutions, but most of the solutions are parts changes.

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Very seldom do I see anyone offer a solution that begins with identify the problem and systematically determine the root cause. Now understand that in the Beehive A's we have some very good mechanics who know how to troubleshoot these problems and they are a joy to watch. The Facebook groups and Model A forums, not so much. You must wade through a LOT of advice to capture a pearl.

For the engine to start and run it needs three things: Fuel, Spark and Compression.

Let's start with fuel. Ensure you have fuel in the tank, make sure the petcock is open. Open the gas adjustment valve (GAV) about 1 full turn and pull the choke. Try to start it a couple of times. Check the throat of the carburetor, if it's wet with gas you have fuel. There could be issues deeper in the fuel system, but we're just trying to isolate the immediate problems. Now we know we have fuel, let's look at the electrical.

Honk the horn or turn on the lights – if they work you have electricity and the fuse (if one is installed) is not blown. I carry a multimeter and a test light. An inexpensive multimeter can be a life saver. For a positive ground car set the meter to the correct voltage range for your car (usually 6 volts) and set it to DC volts (marked DC, DCV or  $\text{---}$ ). Connect the red lead from the meter to a good ground. I use an alligator clipped jumper wire connected to one of the arms on the spark advance inside the engine compartment and the other end of the lead connected to the positive (red) probe on the meter. Test your battery voltage with the black probe at the main terminal on the starter, you should have about 6.3 volts or slightly more. If you have the 6.3 or more volts at the battery check the output side of the fuse if you have one. Use the same procedure keep the red lead on



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ground and then put the black probe on the output terminal on the fuse. If you don't have voltage replace the fuse, if you have battery voltage there move to the outside terminals on the terminal box.

At the terminal box check the voltage on both terminals (the exterior wingnuts). If one or both show voltage lower than battery voltage open the terminal box and



check the connections. Ensure the armored cable from the ignition switch is not shorting on any of the wires or the posts. The outside armor on the cable is grounded, so if it touches a wire it will

cause a short. Battery voltage should be present at both terminal box posts all the time. If you do not have correct voltage at the terminals separate the wires at the terminal box and identify the input wire from the battery. This wire is normally yellow/black in color. If you have the correct voltage on this wire reassemble the terminal box, being careful to check for shorts. Modern reproduction terminal boxes can allow the terminal posts to touch the firewall which causes a short. If everything checks out in the terminal box remove the instrument panel, check for loose or shorting wires there. Honking the horn or turning the lights off and on should show a discharge in the ammeter. Check for battery voltage on both terminals of the ammeter. If the ammeter is defective replace it.

Move to the coil, with the key off, you should have battery voltage on both low voltage (primary) terminals, if not check for a loose connection or short in the black wire path.



Open the distributor and place a small piece of paper between the points to keep them open. Turn the key on and you should measure battery voltage at the tip of the moveable arm of the points. If you observe battery voltage at the points put it all back together. If you don't get battery voltage at the points



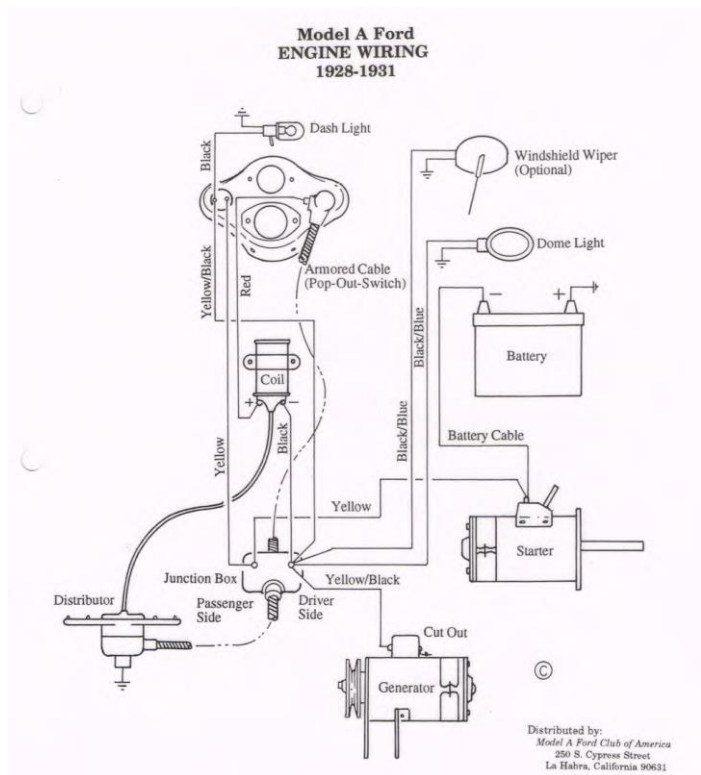
remove the ignition cable from the side of the distributor, with the key on you should get battery voltage at the tip (inside conductor) of the cable. If you have voltage at the tip of the cable but didn't at the points you have a short or disconnect inside the distributor or a shorted condenser. If you have no voltage at the tip of the armored cable



with the key on, check the voltage on the red wire on the switch, if the prior tests passed you should have battery voltage there. Turn on the key and measure the voltage on the tip of the armored ignition cable, if no voltage you have a defective switch or bad ignition cable.

Remove the coil wire from the distributor and place the end about 1/9" from a bare head nut. With the key on, use a screwdriver to open the points (or turn the engine over) and you should see a bright blue arc jump from the coil wire to the nut each time the points are opened. If you don't see the arc, clean the points, check the gap and adjust if needed (0.018 to 0.022"). If that does not correct it, try a new coil wire or coil.

If these don't identify the issue check the timing and carburation.



Finally, compression. Not much can be done about compression on the side of the road. To test it, pull a plug, put your thumb over the sparkplug hole and turn the engine over. You'll get a good feel for the compression with this test.

## 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)

Randy Ropelato has located a 1931 Victoria that is being sold by a collector in the Salt Lake area. Anyone interested should contact Randy directly. If you don't have his contact information, please email [Beehiveas1@gmail.com](mailto:Beehiveas1@gmail.com).

### 1929 Roadster

1929 Ford Model A Roadster, rumble seat. Brown with black fenders, this is an older restoration and needs the soft top replaced. Nice car! Asking \$15,000.00. Contact Randy Ropelato 801-731-3980.

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### 1934 and 1935 V-8 Hubcaps

Two- sets of five stainless steel V-8 hubcaps. One set fits 1934 Ford and one set fits 1935 Fords. \$150.00 for each set of five. Contact Randy Ropelato 801-731-3980.

### 1928 Phaeton

1928 Ford Model A Phaeton, older restoration. Nice car! Asking \$24,000.00. Contact Randy Ropelato 801-731-3980.

### Oil Breather Tube with 20" Flex Tube



Fits on the oil fill tube to vent oil splashes out of the tube downward and not on your engine or firewall. Contact Shawn Youngberg 801-866-7708.

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