



# Rumble Seat Review

January 2021



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



**Ray Wheelwright, Founding Member of Beehive A's and His 1930 Murray Body Fordor**



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

Beehive A's Rumble Seat Review, January 2021

## President's Message

**Dennis Thompson**

Welcome to a new year!

I would like to thank Rick and Barbara Berry for their leadership in 2020. The year was a difficult one loaded with many uncertainties. Even though it was difficult to plan and schedule any events, they did very well. Rick also had personal issues which made the job even more difficult for him, but he still powered through. I look forward to working with Rick and Barbara in the future. They have an unmatched enthusiasm for Model A's that I like to see.

I would also like to thank Rich Kotter for his services in doing the newsletter for the last at least seven years. Rich did an amazing job keeping up on what was happening in the club, so he had information to put in the newsletter. The task he had is the most difficult one we have in our club so when you see him next time, please thank him personally. Again, thank you Rich Kotter.

Thanks to all the remaining officers of the club as they are remaining in their positions. They are a great bunch of people and I am looking forward to working with all of them. During 2021, Rick Berry will be doing the newsletter with Kevin Youngberg assisting him.

I am writing this on New Year's Day, and I can only wonder what 2021 will bring. My hope is the COVID vaccine will give us some sense of normal. I consider myself an optimist and the future looks bright. Let's just hope we are not thrown a curveball that changes all our plans like COVID-19 did. Please be patient with us as we plan activities in the future. As of right now, the local libraries are limiting any meetings to 10 people so meeting there is not an option for us. Watch the newsletter closely for meeting details.

Dennis

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

## Next Meeting (NOTE NEW LOCATION!)

Monday, January 11, 2021 7:00 PM

Topic: Scratch Repair – Doug Jenkins

Election of New President Elect

Dean Murray's

1812 N 2000 W Suite 100

Farr West, UT

**This is an upstairs location and bring a chair if you can!**

**MASKS ARE REQUIRED**

## Business

### NEW OFFICERS!

JANUARY WELCOMES SOME NEW OFFICERS TO THE ORGANIZATION. THEY ARE:

PRESIDENT .....DENNIS THOMPSON

PRESIDENT ELECT.....TBD

VICE PRESIDENT .....RUDY EILANDER

TREASURER/SECRETARY .....JIM BROWN

NEWSLETTER EDITOR .....RICK BERRY

HISTORIAN.....HOLLY JENKINS

MAFCA REPRESENTATIVE.....RANDY CHRISTIANSEN

EVENT COORDINATOR.....RANDY ROPELATO

### OUTGOING OFFICERS:

PRESIDENT.....RICK BERRY

A SPECIAL THANKS TO ALL THOSE THAT HAVE SERVED AS OFFICERS OVER THE YEARS (AND A VERY SPECIAL THANKS TO BARBARA BERRY).

**NOMINATIONS AND VOTING FOR PRESIDENT ELECT WILL BE TAKEN AT THE JANUARY 11<sup>TH</sup> MEETING.**

## 2021 Dues

JUST A REMINDER, IF YOU HAVEN'T PAID YOUR DUES FOR 2021 PLEASE CONTACT JIM BROWN. DUES ARE \$20.00 PER YEAR. THANK YOU.

Beehive A's Rumble Seat Review, January 2021

## Meet the New President



Dennis Thompson, our new President for 2021, was born and raised in Ogden, Utah. He and his wife, Jeri, have five children and reside in South Weber. He retired from Autoliv after 36 years and worked on the space shuttle when Autoliv was Morton Thiokol. He has been in Beehive A's since about 1993.

His interest in Model A's came at about that same time he joined the club. He was at Peach Days in Brigham City and walked past a mid-20's Dodge. There was a sign on the Dodge indicating that the owner was Merlin Daines from South Weber. That caught Dennis' interest, since he also lived in South Weber, and he stopped to talk. Merlin had a photo album of all his past and present cars. As Dennis thumbed through the book, he saw a Model A pictured on a trailer. Merlin mentioned it was for sale and Dennis met him later to look at it. It was a 1930 Sport Coupe. He bought it and brought it home in boxes. Putting it together was a labor of love. Dennis had little time and not a lot of money to spend on the car. He spent eight years getting it road worthy and then more time getting it to the point he was satisfied with it. He still has it today. It was built in April 1930. Even though it's not an official Model A color, Dennis painted it red because his wife wanted it to be seen going down the road. Dennis still has it and says that's one he'll hang onto forever. Today it has an inserted bearing engine, high compression

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

head, turn signals and cast-iron brake drums. He regularly drives it to meetings. He has taken it to Michigan, Mt. Hood, Canada, Pike's Peak and Breckenridge, Colorado.

Other Model A's he currently has include a 1930 Cabriolet, yellow with brown trim. It's equipped with a high compression head, Mitchell overdrive and cast-iron brake drums. He also has a 1930 closed cab pickup that is his next project. Dennis is not sure what he'll do to it, but he's sure it won't have a Model A drivetrain.

He owned a '29 Tudor for a while but that one is now owned by Past President Rick Berry.

Dennis has a favorite that he hasn't owned yet. He really likes the '29 Business Coupe. Only made for one year, the business coupe is rare, but it's a beautiful car.



He looks forward to working with the membership and new officers to get us back to normal this coming year so we can have regular meetings and activities.

## New Members

Welcome to our new members!  
 Kelly and Katie Bartlett – Harrisville  
 Justin Berry – North Ogden  
 Robert Dagsen – Roy  
 KC and Dawn Jones – North Logan  
 Michael Painter – Bountiful

Facebook Beehive Model A's

Beehive A's Rumble Seat Review, January 2021

## Member/Car Profile

### *Charter Member and Fourth President, Ray Wheelwright*

Ray Wheelwright was born in Ogden, Utah and spent his early years with his family in central Ogden, living in the 2300 block of Quincy. He entered the United States Marine Corps shortly after graduating from high school. Following his active duty, he returned to Ogden and joined a reserve unit here. He spent 12 years serving in the armed forces.

In early 1958 he married his wife, Mary, being introduced to her by a friend. He and Mary had three daughters.

His father was in the construction industry and Ray worked at that for a while before deciding that wasn't for him. He joined the old Ogden Iron Works and worked as a helper. After about 6 months he was offered a position as an apprentice machinist. He worked for Ogden Iron Works until 1966 when he left to work as a machinist at Hill Air Force Base. He held that position for 20 years and was promoted to Planning Evaluator, a position he held for another ten years.

Ray's interest in Model A's began early in life when he bought a black '28 Tudor for \$60. His father burned his ears when he showed up with it. He kept the car until he got married and sold it for \$125; more than doubling his money. Part of that money was used in 1958 when Ray and his wife, Mary, bought their home in Washington Terrace.

In the early '70's Ray became interested in muzzle loading firearms and mountain man events. He had a friend who was a Master Sergeant in the Air Force; on a visit to see him he learned of a Model A that another airman had for sale. The airman had received it from a family member and had brought it to Utah from California. The asking price was \$1,000 and Ray told him he could only come up with \$750. It was a no sale...for

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

about a week. Ray's friend called him and told him to bring the money for the car and take it home.

The car was an early 1930 Murray body Fordor built in December 1929. It was assembled at the Ford plant in San Francisco. It has some interesting features such as a longer cowl band and a U-channel headlight bar. Research shows that it was one of a small group of 635 cars assembled in San Francisco during that period. The prior owner had done some work on it and the only thing missing was the horn; however, whoever did the last paint job on it used a brush.



Ray Wheelwright's early 1930 Fordor. The body was built by Murray and the car was assembled in San Francisco, California in December 1929.

Ray spent four years getting it running. He traded the body work on it with a body man (CK Auto Body) that had a coupe that required mechanical work. Mary, Ray's wife, did the interior.

Model A's weren't Ray's only classic car. Over the years he's had some Model T's he's restored including a Model T roadster pickup. He also had a 35 Ford two door.

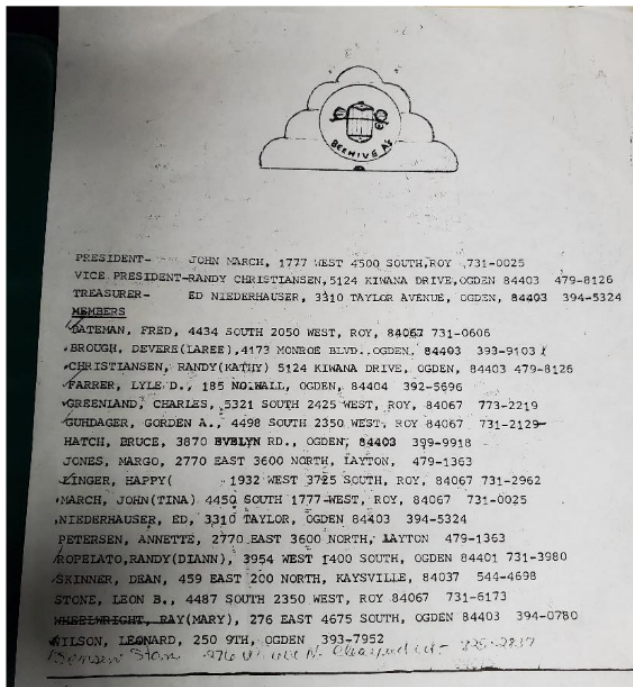
His profession as a machinist has been of benefit to many members of the club. He built a very nice shop behind his home complete with a mill, lathe and other

Facebook Beehive Model A's

## Beehive A's Rumble Seat Review, January 2021

machines. Some of his machining was done for the Matt Browning car collection as he helped the primary restorer by machining new parts. He has been active in restoring many Model A's over the years.

Early in his adventures with the '30 Fordor he was looking for help for it and met Ed Niederhauer. He got acquainted with Ed and met Randy Christiansen. The three of them joined the Golden Spike Car Club and regularly attended. They determined they needed something more narrowly defined toward the Model A and decided to see if there was enough interest to form a Model A club in the area. They took out an ad in the local paper and held a meeting on the patio at Ray and Mary's home. They were impressed with the large turnout, but some came to build hot rods and didn't return. Their final count was 18 members of the newly formed Beehive A's. This was in 1982 or 83. Ray still has the original roster of members.



Original roster of the newly formed Beehive A's circa 1983.

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

Over the years Ray has served in several officer positions including being the fourth President.

His advice to Model A owners is to determine early what you want from your car; decide if you are looking for a show car or a driver. He finds the drivers more fun. Ray enjoys his Fordor, but if he could have another, he would pick a 1931 Roadster Pickup. He still has fond memories of the Model T Roadster Pickup he restored.

After every meeting we can see Ray helping people with the mechanicals on their cars. He provided a list of the items he carries in that magnificent '30 Murray Fordor. We'll publish Ray's list of recommendations in a future Tech Corner.

## Long Range Calendar

Date/Time	Event	Location
Jan 11 7:00 PM	Meeting	1812 N 2000 W Suite 100 Farr West, UT <b>NOTE LOCATION CHANGE</b>
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
Late February	Tour of Western Radiator	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

Facebook Beehive Model A's

## Beehive A's Rumble Seat Review, January 2021

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

## New Club Tools

Sharon Clarke donated a wheel painting rotisserie and a brake line and drum repair tool to the Beehive A's. Contact Rudy Eilander if you would like to use these tools. We anticipate they will be at their permanent location within a few months.

Thank you, Sharon Clarke for your generous donation!

## 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

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

## Tech Corner

**Coils** – Looking over some of the internet forums leads me to believe that coils are mostly science, part art and a good portion of magic. When you see a post that complains of a poorly running A you inevitably see

people blame the condenser or the coil. Obviously, picking the right coil for our cars is important. Here are some of the things to consider, followed by some trouble shooting techniques.

Pick a coil for the correct volts for your car. 6-volt coils are around, but so are 12-volt coils and they are more common. At times people will run a 6-volt coil with a resistor on a 12-volt system. To see what you have disconnect the primary wires from the coil (the smaller wires) and measure the ohms across the two terminal pins. If you have 1.5 ohms, you have a 6-volt coil, if it's around 3 ohms you have a 12-volt coil.

The Model A coil typically mounts with the terminals and secondary (large) wire down. Early Ford coils had some type of tar inside and could handle being mounted like that. Some new coils are oil filled and will leak when mounted like a typical Model A coil. With these you need to mount it with the terminal pins up and extend the wires. Even though we've seen it done, yellow wire nuts are not the right way to extend the coil leads. Use the correct sized (gauge) wire and solder the leads using shrink tape to cover the connections. Electrical tape just comes undone. A modern coil that can be mounted with the terminals down is an epoxy filled unit. This one will allow you to mount it "upside down".

Coil trouble can be difficult to isolate. Get the car warmed up, usually about a 15-minute drive will give the coil a workout and get it up to speed. It should be warm, but not hot to the touch. Check the base, if it's budged it's on its last leg and should be replaced. You can also check it with a multimeter set to ohms. The terminals should be disconnected. Between the two terminals you should have 1.6 to 1.8 ohms; between one of the terminals and the secondary output you should have 6.7 to 10 ohms. To see if it's shorted internally, you should measure from each terminal to the metal case and it should show infinite resistance or open line.

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

Facebook Beehive Model A's

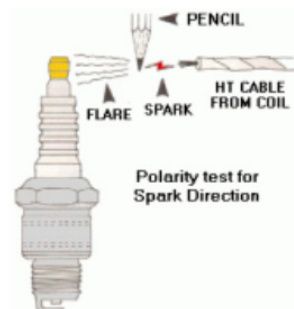
Beehive A's Rumble Seat Review, January 2021

Finally, how do we make the connections? Some coils will be labeled + and – on the terminals, some battery and distributor. But we're positive ground, does this make a difference? Yes! Les Andrews says the + side of the coil should go to the red wire from the ignition switch. Modern coils are not always made for the positive ground on the Model A. They can be for negative ground vehicles and have markings indicating + or – or battery or distributor. If you wire it incorrectly the car will (usually) start and run if you wire it wrong, but you're not getting all the spark you really need. Wired correctly you get 20% more spark. Wired incorrectly you can start and run the engine at low speed, but the engine can miss or stumble under more load or higher RPMs. If in doubt there are two ways to test it, the multimeter method requires an old-style analog multimeter and the steps are:

- 1) Set the multimeter to highest range on DC volts.
- 2) Connect the positive lead of the meter to the engine block (ground). Start the engine and let it idle.
- 3) Momentarily touch the negative lead to the top of one of the spark plugs, remove quickly, you're not looking for a reading, just determining which way the needle swings
- 4) The needle of the voltmeter should show an upward swing to the plus or positive side if the coil terminals are wired correctly. If it swings down, toward the negative side, reverse the coil primary terminal wires and retest.

Alternately, you can use a pencil and disconnect a wire between the distributor and spark plug on the spark plug side. Create a small gap between the wire from the distributor and the plug, have someone start the car and place the pencil lead between the wire and top of the plug (be sure to insulate the pencil or you may get a shock). You should see flare in the spark between the pencil and the plug. If so, you have the coil wired

correctly, if the flare is on the wire side, the coil primary leads are reversed.



## 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 801-721-3479 or [Beehiveas1@gmail.com](mailto:Beehiveas1@gmail.com)

### 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. Nearly new, used for 40 miles and vented 4 quarts of oil. Contact Shawn Youngberg 801-866-7708.

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

Facebook Beehive Model A's

Beehive A's Rumble Seat Review, January 2021

### 30/31 Model A Victoria Body



1931 Victoria body; comes with all fenders, very little rust. Had some damage on the back panel but has been fixed. The front and rear seats that go with it they're not real good condition, but they can be fixed. Contact Mike Bachman 801-430-0583.

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