



Rumble Seat Review

October 2021



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



Del Friedli with his 1929 Phaeton



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

President's Message

Dennis Thompson

I hope everyone enjoyed the picnic and car games on Model A day as much as I did. It was good to see all of you out and enjoying the company and activities. Please thank all of the members that helped put this together. I have to admit that I did not give much guidance to the ones that put the car games together but as always, they came through with shining colors! Thank you very much for a fun day!



There are a few more activities between now and the end of the year. One big one is the Christmas Party and I think we have some good options this year. In our October meeting we will be discussing new officers. I would like to encourage anyone to come forward and help the club by volunteering as an officer. The change of officers is a good thing to keep the club from stagnating so please volunteer!

There will likely be a couple of more tours this fall. If you have somewhere you would like to see the club go, please let us know. Our black Friday tour is always a fun one even if it hinges on the weather. I am hoping we have a fall tour also.

See you at the next meeting.

Dennis

Next Meeting

Monday, October 11, 2021 7:00 PM

Pleasant Valley Library

5568 S Adams Avenue

Washington Terrace, UT 84405

The topic will be trailer wiring by Clay Pitkin.

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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. THANK YOU.

Past Events

SEPTEMBER MEETING

Randy and Gloria Ropelato displayed a 1927 all original barn find Buick four-door prior to the meeting.

President Dennis Thompson opened the meeting and covered the Club activities held since the August meeting. These included:

Under the Stars in Sunset was held August 14. Rick Berry won the public works choice award for his 1929 Tudor.

The Eccles Art Center asked us to bring some of our cars to their open house/fund raiser. We provided 10 Model A's and Model T's. There was also a dragster displayed at the event.

Peach Days in Brigham City was held on 9-11. The car show had 986 entries including Ray Wheelwright's and Randy Christiansen's Fordors. Despite the rain, the event was well attended.



Also, on September 11 the Beehive A's held a picnic, car show and Car Games event at McGriff Park in North Ogden. We had over 60 people in attendance and 25 cars. The presidency organized the event, Dennis Thompson provided the barbequed pork and Craig, Rick and Barbara Berry arranged for the location and did the set up. Rudy Eilander and Karen Stoker assisted with Randy and Gloria Ropelato, Shawn, Sheila and Kevin Youngberg as well as Barbara and Rick Berry setting up the car games. Clay and Heidi Pitkin and Rudy and Karen helped with the games, Jeri Thompson served as photographer.



In addition to the Beehive A's members we had two members from the Utah Valley club bring a Phaeton and participate (winning a good share of the car games prizes!)



There will be a tour to the Providence Cars Show on October 9th. The Beehive A's will meet at Smith and Edwards at 9:00 am and travel to the show.

The upcoming Christmas party was discussed. In the past we have gone to Maddox in Perry, but they are unable or unwilling to accommodate our anticipated attendance. Several alternate suggestions were offered from the floor which the presidency will investigate.

Jim Brown provided a financial report showing the Club is solvent.

Kevin Youngberg gave a tech talk on automotive electrical diagnosis.

Refreshments were provided by Ron Lucero (thanks Ron!) and Shawn Youngberg agreed to bring them to the October meeting.

Our October meeting will again be held at the Pleasant Valley Library in Washington Terrace with a discussion repairing trailer wiring.

New Members

Craig Fredrickson, Bountiful, 29 Speedster, 30 Coupe
Mark Avery, Heber, 30 Coupe

Member/Car Profile

DEL FRIEDLI

We had heard that Del Friedli did some amazing work on classic cars and hotrods. We finally had a chance to get to Providence Utah and see some of his creations. The two large storage buildings behind his house were open when we pulled up. Outside, by the street, was an old oil filling unit with his mailbox inside it. In front of the building was an old gas pump and the fronts for the buildings were decorated with a large porcelain Ford logo (off a dealership in Tremonton) and a Firestone Tire sign on the front of the other building. Del greeted us



and let us have a peek inside. The cars were two wide and three deep. As he brought them to life and backed them out we saw some of his spectacular work.

First out was a green Hassler, so named because of the front suspension with dual Hasler shocks someone had given him to include in a car. Powered by a flathead V8 Ford, it sounded terrific. We had seen the car previously at the Willard Car Show and had wondered what the car was based on. Del told us it was his design, not based in any specific car. The Hassler front end was there, there was some Model T coupe influence in the back, but it was all his creation.

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Out came an early '29 Model A Phaeton (on the cover). Del bought it in 1965 and it came in two pieces, with the rear having been taken off the car. There were no rear



doors and he spent a long time as he drove by junk yards looking for the parts he needed. He just couldn't find them. One day in a small canyon he saw the back end of a Phaeton down in the sand in the draw. He commented to his coworker that he'd found what he needed. The fellow responded that it was great he located it and he could come back and get it later. Del told him. "Later? Get a shovel, we're taking it now!" So, he got the rest of the Phaeton and spent several years working on it. When we saw it, the restoration was at least 45 years old, but the car looked fantastic. Del had put the two parts back together and used lead to do any needed body fill. The fit on the parts, doors and hood are perfect.

He next brought out a '31 Model A Victoria with a flathead V-8. This car will cruise at 60 MPH at 2200 RPM. Again, the car is perfect.



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A '29 Model A delivery sedan was next with a 39 Ford transmission, custom instrument panel and oversize jumbo wheels and tires. It's equipped with an overdrive.



Next up was a blue and white racer on a '26 Essex Frame, the frame had been used as a hay wagon over the years. It was equipped with a Model B motor, T-5 transmission and had three carburetors, the front was equipped with a '26 Dodge radiator shell.

Probably the one with the paint we liked the most was a '26 Dodge Coupe. It was powered by a 392 hemi, equipped with two 4-barrel carbs and tanks to hold 30 gallons of fuel. I suppose he doesn't want it to go hungry. The rear end comes from an Explorer. The car has a very powerful sound when running.

Del has a lot of fantastic cars, but he also created something very special for his wife, Joy. He hunted around for something nice for her and scored her a '62 Buick Skylark. This one got the usual Del Friedli treatment and looks better than factory new.



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Del brought out a very special car from the home garage. It's a '36 Buick Wildcat, so named because of the series mounted '61 to '63 Wildcat V-8 engines he has in it. Long and lean and the body is meticulous. Every line blends perfectly, the body gaps are straight and even throughout the car and those two little V-8 engines just roar. Del says his wife is always asking him to slow down when he drives it. One day, on a tour, he was out on a long stretch of road with a moderate hill coming up. Joy told him, "Well, if you want to open it up this looks like the place." With plenty of peddle left to go he asked how fast they were going and Joy told him 120. My bet is 150 is within reach of this car. Del commented that he has two speeds, "Off and on."



Del gave us a tour of his shop and a peek at his parts stash, it is located on the site of his old family home and was a joint effort with one of his brothers and a cousin. It was much smaller than I imagined and outfitted with

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some very nice but basic equipment. Del fabricates, assembles, paints and does all the mechanical work there. He is ingenious in his work. He has added an outside tank to his compressor giving him about 120 gallons of air. He acquired a large mobile compressor to run his sand blasting operation and has a small lathe to do basic machining.

Del's work is meticulous, nothing less. The design, the mechanical, and the bodywork. It's amazing to see a 45 year old Phaeton that had been cut in two parts that looked like it was absolutely new.

The cars are fantastic, but so is the man. He had a rough start. He was the youngest of four boys and was four years old when his father passed unexpectedly. His mother raised the four boys alone. If you wanted a car in the family, you needed to figure it out for yourself. And he did. First were the go-carts out of 2X12s and 2x4s and buggy wheels. At about 7 or 8 Del was adding Briggs and Stratton engines. At about 12 he acquired a 33 Chevy Coupe, with a rumble seat. He worked on it so much he still recalls the firing order.

As he got older, he and his friends were ripping off the fenders from their cars and having fun. They built a short track around the family home and would race there, scaring the sheep in the process, much to the consternation of his mother. Trying to keep safe he put a seat belt out of a B-29 bomber in one of them, then promptly rolled it. Additional safety was provided by a football helmet he had picked up when one of the schools discarded their old ones.

His first "legal" car was a '39 Chevrolet four door, but he soon got stuck on Model A's when he acquired a '31 late Tudor sedan.

Del has always been a worker. He started in a plumbing shop, worked construction with LeGrand Johnson, worked for Cache Valley Electric and Thiokol as a millwright.

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His favorite car? The answer was easy, "The one closest to the door with the most gas!"

We have seen some fantastic cars over the years, but none more fantastic than Del's creations. The cars are great, but they are also just the shadow of a man with great ideas, amazing skills and a drive for perfection. Meticulous describes his work perfectly!

Long Range Calendar

Date/Time	Event	Location
October 9	Providence Car Show	Providence (Club Tour)
October 11	Club Meeting	Pleasant Valley Library
November 8	Club Meeting (Elections)	Pleasant Valley Library

Items of Interest

WSU AUTOMOTIVE OPEN HOUSE

Six cars from the Club participated in the Weber State University Open House in Layton on September 17, 2021. Randy and Kathy Christiansen (Fordor), Dan Johnson (Cabriolet), Dave Spinden ('29 Closed Cab), Rudy Eilander and Karen Stoker (29 Closed Cab) and Dennis Thompson ('30 Sport Coupe) all displayed their cars.



Tech Corner

PATCHING THE ELECTRICAL

It seems like the 90 plus year old cars always have some sort of electrical problem, especially if the wiring harness has not been replaced with a new one. Over the

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years owners have usually added all kinds of electrical add-ons and have cut, spliced and replaced the original wiring to try to get these add-ons working. Not to mention electrical repairs involving butt connectors or wire nuts and electrical tape. These fixes, in addition to the normal wear and tear on the wiring system leads to all kinds of wiring issues. In most cases on cars with electrical problems that have messy wiring, it's best to pick the correct wiring harness and install a new one to correct problems and prevent future issues.

Many times it's less expensive and more reasonable to repair the existing wiring. Ford used 14-gauge wire in the Model A. It helps to replace it with the same gauge. Wire 12 gauge is larger and will carry more current, 16 gauge is smaller with less current capacity (and is more prone to heating which can lead to fire). Model A wire is copper covered with a plastic insulation and over that, a color coded fabric sheathing. Copper is a very good conductor of electricity. Modern wire is offered with a steel or aluminum conductor in place of the copper. Copper is still available, but more expensive. Some wire has a steel conductor with a copper coat. They also have various coverings or sheathing materials, with PVC or polypropylene. Silicone is also available, but much more expensive. Silicone is very tolerant to abrasion and heat. All automotive wire (except the baling wire you use to farmer fix mechanics) should be stranded wire, not solid.

The best for our use seems to be 14-gauge, stranded copper wire with a silicone sheath. The most practical (availability and cost) is the PVC or poly coated. Care must be taken with these when soldering to avoid melting the sheath. Silicone covered wire is very easy to solder since the sheath is highly heat resistant. Ensure the wire you use is rated for the correct voltage and amperage as well as being for automotive application.

Most of us use what you have on hand. Avoid going down in wire size, i.e. using a 16-gauge wire since it will reduce the current carrying capacity and can heat up (or cause a fire). Since we tend to use what's in the scrap

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bin we see a lot of splices that are red or black. Having an assortment of wire colors on hand will help down the road so you can trouble shoot problems later. One of the kids in my auto shop class had a very nice 55 Chev that he had painted midnight blue. To match the paint, he replaced all the wiring with dark blue color. Trouble shooting that wiring was a nightmare.

There are lots of methods to join wire. Recently we've seen joints as simple as just twisting the wires together and dropping them unshielded in the engine bay, some twisted and covered with electrical tape and some with wire nuts joining the wires. Electrical tape does not provide a lasting covering for automotive wire. It tends to heat and unravel leaving both exposed wires and a mess.

Crimp-on butt joints connectors are also poor connectors. They are made of aluminum and when crimped the sheathing becomes fragile. In addition, the junction can be fragile, leading to failure down the road (no pun intended). If you're going to use these, it's best to cover them with shrink tape.

Possibly the best connection is to solder the wires and cover with heat tape. A good soldering iron can be a great investment. We've never had good success with the old off brand soldering gun we bought at Kmart 45 years go.

Happy wrenching,

The Youngberg Brothers (Dirk, Shawn and Kevin)

Member Sales Corner

Wanted: '30 pickup passenger door

Clay Pitkin is looking for a passenger door for a 1930 pickup. He can be contacted at 801-589-5797.

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For sale: Oil Breather Tube



20-inch oil breather tube replaces the oil fill cap to prevent oil splatter in the engine compartment. Like new, only used 40 miles and 4 quarts.

Contact Shawn Youngberg 801-866-7708

For sale: Distributor with electronic ignition

\$225.00 Contact Kevin Youngberg 801-721-3479

For sale: Overhauled Zenith Carburetors

Rebuilt Zenith carburetors, \$175 outright sale (no core required). Contact Del Friedli 435-753-1659

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