

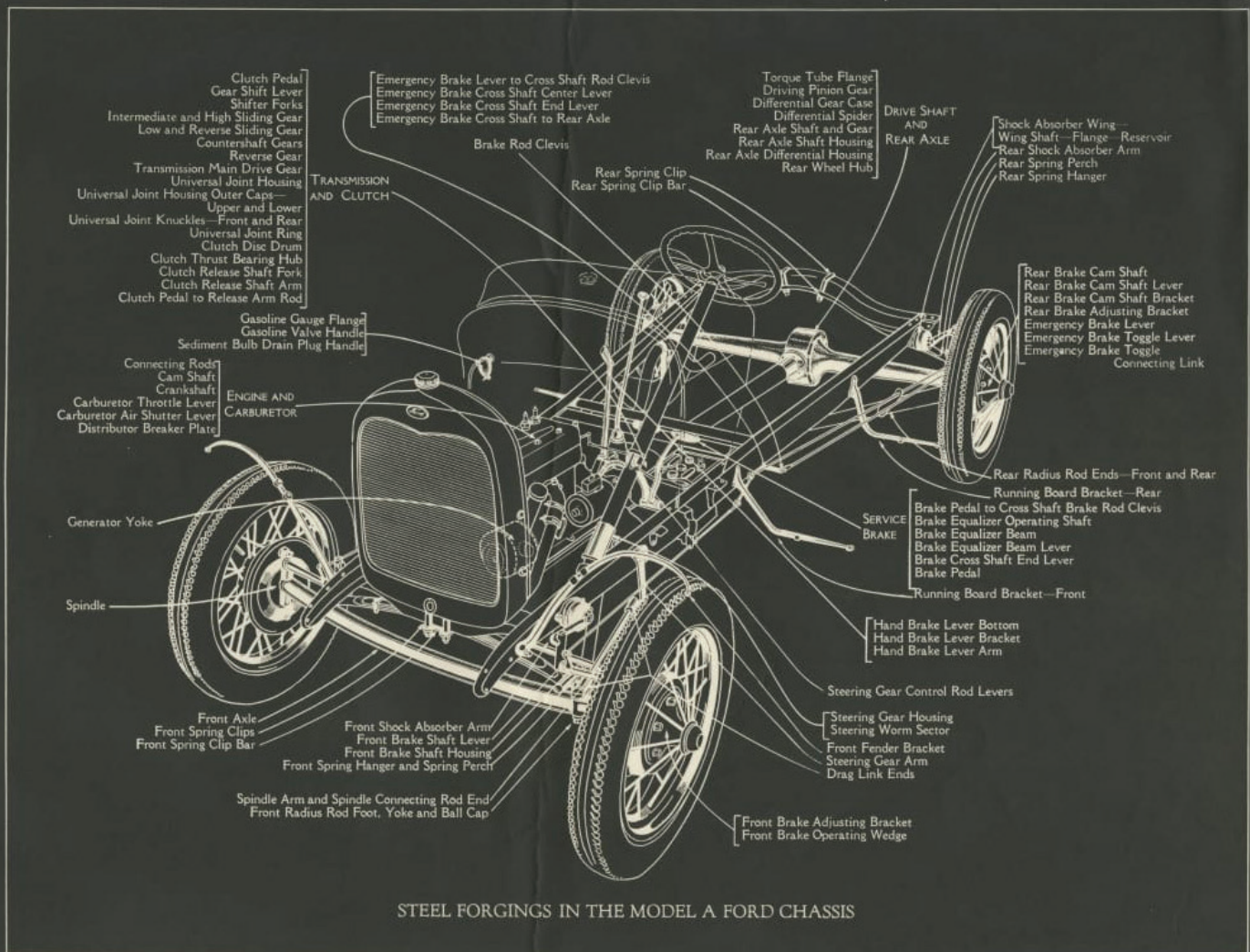


Beehive A's Rumble Seat Review

March 2025



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



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

Message from the Board

Time flies when you're having fun, and as proof of that, here it is March already! But that's okay, because that means it's closer to touring weather and we-get-to-put-up-the-garage-door weather!

Randy Ropelato is planning the "Dust Off Tour," but aside from that tour, nothing else has been planned, and as I said early, time is flying by. If you have an idea for a tour, please get with Randy Ropelato to work out the details. While I like all of our club's activities, the tours are the most fun. We not only get to interact with club members, but we get drive our Model As, too! And it doesn't get much better than that!

The tour to Yellowstone two years ago (yeah, it's been that long ago) and the tour to Ely, Nevada, last year, were great fun. Driving our Model As along old highways really takes one back to the good old days, when time was slower and you could feel every bump in the road and hear every odd sound of the car.

As you know, I had been sending out the newsletter in a book format, at least up until the February issue. The software program that I was using to convert a pdf format into the book format expired the end of January, and therefore, I was forced to send out the newsletter in pdf format. And that is going to continue. At the last Board meeting, it was decided that the software to turn the newsletter into a book was just too expensive for what it did. So, from now on, the newsletter will be sent out as a regular pdf document.

As promised, I've continued my series on automobile tycoon mansions. We first talked about the fabulous Dodge mansion, and then we found out about Edsel Ford's mansion. In this issue, I talk about Henry Ford's mansion. It is still in existence, but if you were planning to travel to Dearborn, Michigan, to go through it, don't bother—at least not yet. You see, the mansion has been undergoing a multi-million dollar restoration, and it's still about two years away from completion. So hold off for a couple of years, and you will be able to see the old Ford residence as it was in all its glory.

And as well all know, two years will fly by in an instant.

Henry Dominguez—Editor

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Cover photo: This is an illustration showing all of the forgings used in our Model As. When the Model A was being developed, Henry Ford's engineers, knowing how cost conscience he was, suggested that he use more castings in his design than forgings because forgings were so much more expensive to manufacture. But Henry was adamantly opposed. He realized that forgings were more expensive, but he also knew that forgings were infinitely stronger, and he didn't want anything to break. "When your name is on the building," he told his engineers, "you can use castings." (Photo The Henry Ford)

Next Meeting:

Monday, March 10, 2025 at 7:00 PM

Pleasant Valley Library

5568 South Adams Ave
Washington Terrace, Utah

MARCH BIRTHDAYS

Russell Baker
Mary Wheelwright
Bill Weiser
Keith Painter
Ren Mayerhoffer
Jim Nelson
Elaine Risen

TREATS for 2025

March	Ron Lucero
April	Barbara Berry

Anyone interested in an Editorship?

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From The President

Ruidoso Update!
As many of you may remember, just over 3 months ago, The Southwest Model A's, along with the Model A Ford Club of America, were forced to cancel the 2024 National Convention due to the natural disasters that devastated the Ruidoso community.
At the time of cancellation, our first priority was to ensure the safety of our attendees and the families in the area. Once we got everyone safely notified, we began the process of identifying how to go about "unwinding" the first national convention MAFCA has ever been forced to cancel.
Both organizations committed to refunding fees paid by attendees to the Southwest Model A's for the National Convention if requested. We knew this could be a substantial financial burden, estimated at the time to be over \$85,000.00 more than the current, available cash balance. Even though this was a huge dollar amount, MAFCA stood ready, willing and able to back up The Southwest Model A's to completely meet all their financial obligations, as we do with any chapter that hosts a national event.



more news

Ed Tolman, the president of the Model A Ford Club of America (MAFCA), is looking for a new editor for the Club's digital newsletter called "The Flying Quail." It comes out on a bi-monthly basis, on even months, opposite the "Restorer" magazine.

If you go to the following website, you will be able to see an example of this newsletter:

mafca.com/flying-quail/

If you are interested in this position, or know somebody who might me, please contact Ed:

Ed Tolman
edtolman@gmail.com
(909)573-2125

CARS & PARTS FOR SALE

Woody Bird Jr., who lives in Pleasant Grove, Utah, has many Model A parts for sale, such as motors, transmissions, intake and exhaust manifolds, front and rear springs, shifters, wheels, even and a Model T chassis. His phone is 385-419-8805.

Mike Bachman has two 1930 Model A chassis for sale. Please call him at 801-430-0583.

Steve Nailer is liquidating cars. Please reach out to Dave Spinden for more information. His phone number is: 801-745-5327

Dan Johnson has the following parts for sale:

Rebuilt "Diamond B" motor.

Couple of sets of 1930/1931 taillights, both black and stainless

Engine stand with a Model A mount

19" wire wheels

21" wire wheels

Call Dan for prices: 801-941-4834

CARS & PARTS WANTED

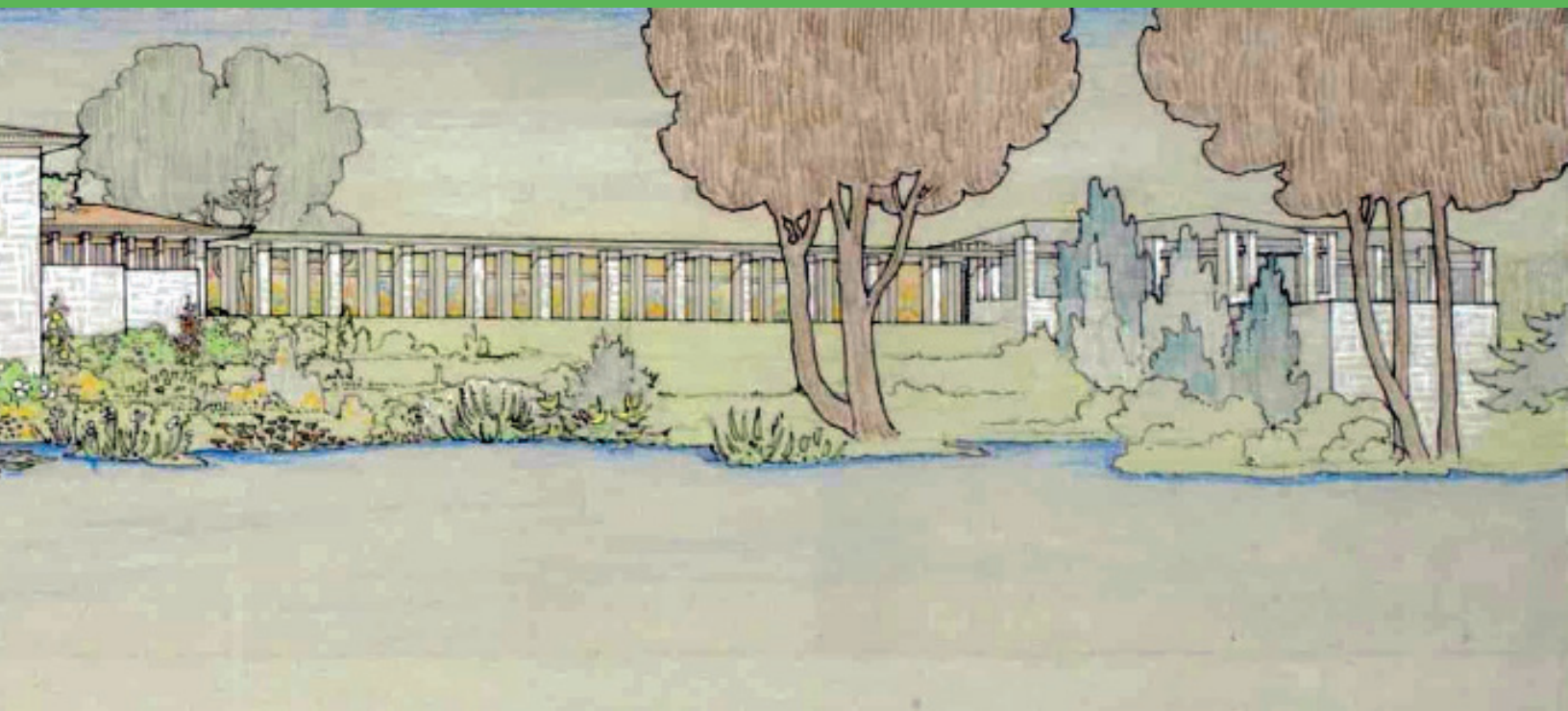
Marvin Thurn wants a driver's side cowl light, chrome or stainless steel. Please call Marvin if you have what he is looking for: 801-624-0701

Fair Lane



This is not Fair Lane, Henry Ford's mansion, but it could have been, and it's unfortunate that it wasn't. This is a rendering of Henry Ford's mansion done by the renowned architect, Frank Lloyd Wright. Yes, Henry Ford came close to living in a Wright creation. But Wright quit the assignment early on, and the Fords were forced to find another, not-so-well known architect, and the result was a not-so-elegant design.

Henry Ford's Estate





Fair Lane is the name Henry Ford gave his grand, 1,400-acre estate in Dearborn, Michigan. He named it after the lane that went from the village of Ballenasarthy, Ireland, to the fair grounds. This is a view from the back side. The main house is at the left and the powerhouse can be seen at the right. It was 500 feet from the mansion to the powerhouse, and there was a tunnel that connected the two that Henry Ford could use in inclement weather.



The mansion consisted of 32,000 square feet and had 56 rooms. The garage, located at the powerhouse, was 3,000 square feet in size. At the time of Henry Ford's death in April, 1947, parked inside the garage were: Clara's Lincoln-Zephyr Town Car; a Lincoln limousine; one of the servants' 1947 Ford; Henry's well-used 1942 Ford Fordor Sedan; and two of his most famous motorcars: his first car, called the Quadricycle—the car that he made with his own two hands—and his race car, the 999.

Here is an aerial view of the Fair Lane estate, essentially looking north. The main house is in the center. The power house is shown at the south end of the house, and immediately south of it is the greenhouse. The servants' quarters can be seen north of the house on the opposite side of the road. There are three bungalows there: one for the butler, one for the chauffeur, and one for the grounds keeper.

That is the River Rouge running next to the house. The white water rapids that can be seen near the power house is a dam, where water is diverted to two vertical turbines located in the power house. These turbines proved 220 volts of DC current throughout the estate, even to the servants' homes. Inside the power house were two large coal-fired furnaces, as well, supplying the mansion with heat, making Fair Lane completely self-sufficient in terms of power, lights, and heat.

The road going past the servants' quarters connected to Ford Road, and was considered the back entrance. The part of the road coming out of the front of the mansion and turning south, connected to Michigan Avenue, and was the main entrance.

Across the river lived Clara Ford's brother, Roy Bryant. The Fords would have Sunday dinner with the Bryants almost every week.







When Fair Lane was started in 1913, the Fords' son, Edsel, was only 19 years old, and they figured that he would be living with them for quite a few years more years. Accordingly, the large mansion was partially designed with Edsel in mind. It had a bowling alley (left) and a large indoor swimming pool (below). But these grandiose features were a waste of money, for Edsel only lived at Fair Lane for about a year; getting married in the fall of 1916. The pool structure is still standing, but the pool was filled in and covered with a tile floor 50 years ago.





The Fair Lane estate was so huge that it took a team of guards to protect the place. There were three teams of 5 guards that were on duty 24/7. There was a guard at the front gate, a guard at the back gate, a guard that watched over the mansion, and two guards that drove around the estate.

At left, with yours truly, is Harold Priebe at a restaurant in Dearborn, Michigan, in 2014. Mr. Priebe was the swing-shift guard who watched over the mansion in the years after World War II. He was on duty the night Henry Ford died, on April 7, 1947.

The front entrance of Fair Lane taken late in 1950, not long after Clara Ford died. She did not die in the residence as Henry Ford had. She had gone into The Henry Ford Hospital for her regular physical exam, where her doctor noticed an abnormality with her heart. He ordered her to stay over night for further observation. Ironically, she had a fatal heart attack and died in the hospital!

When Henry died, Clara's family wanted her to move into a smaller house, but she refused. "This is my home," she told them. "It's not big to me!"





This is Fair Lane's grand stairway leading from the main floor to the second floor, where the Fords' master bedroom was located. When Henry died the night of April 7, 1947, the mansion was without lights due to a flood. The mortician was contacted and he and several assistants brought in a gurney, carried it upstairs and into the master bedroom, and collected the motor magnate's body. "And in a very short time," recalled a person who was there, "the gurney carrying Henry's body was borne down the long stairway, with Ford servants carrying lighted candles before and after."

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