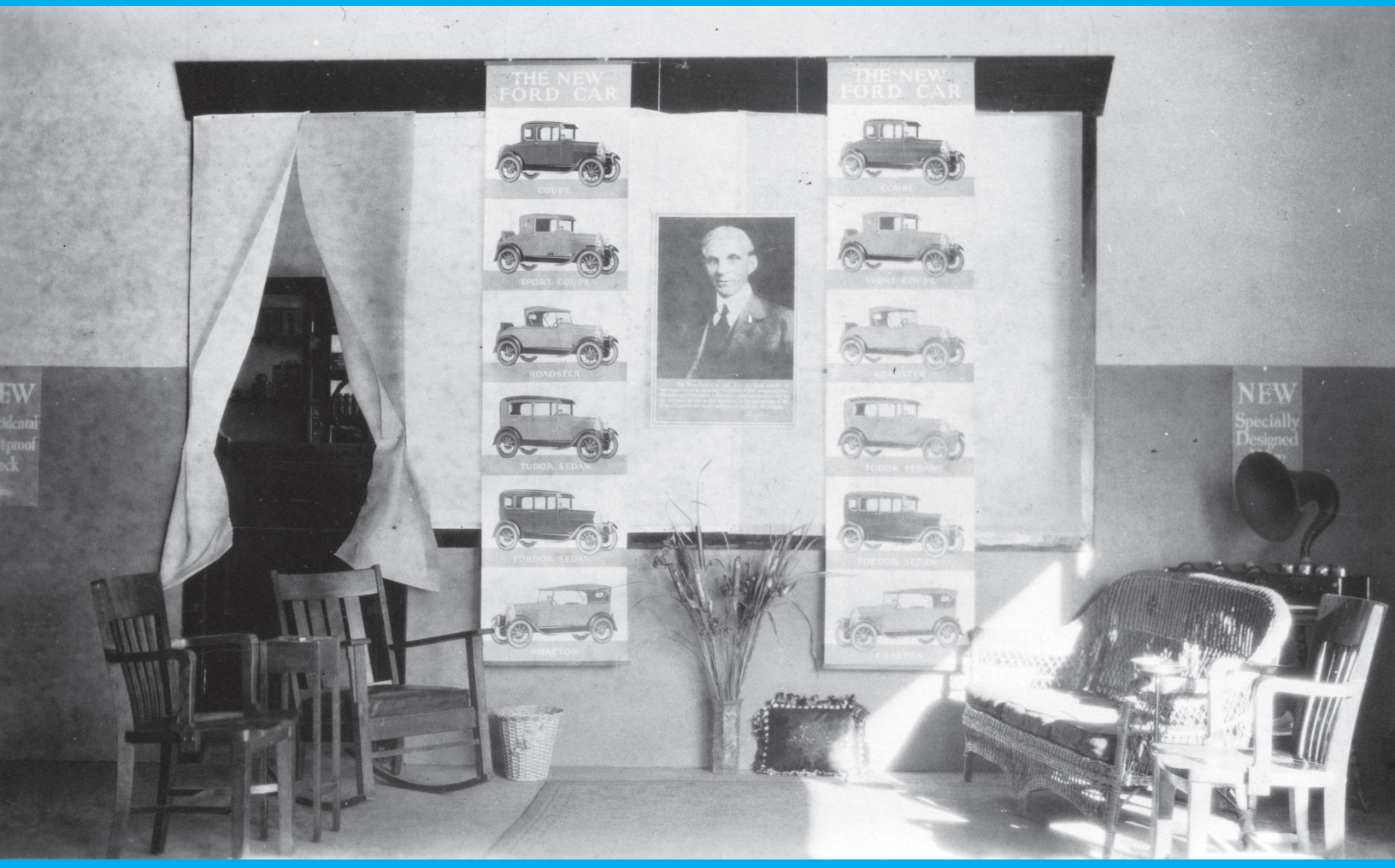
BEEHIVE A's
EST. 1982
NORTHERN UTAH

Rumble Seat Review

November 2024

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



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

President's Message

November and one more month till the end of the year 2024. As the month of November is traditionally known as the Month of Thanksgiving. Thanksgiving Day, turkey dinner with all the fixings, with family and possibly friends. Let's reflect back on our own lives and list the things we all should be thankful for. Looking back on this year for our club, we have had many new members join, and some older members pass. And looking back we had many great adventures with our outings and getting together. Thanks for the memories.

First, we should all be thankful for our family. Our families, to include wives, husbands, children, siblings, and friends, are who we should all be thankful for.

Although we have not been directly impacted by the hurricanes that went through Florida, Georgia, Tennessee, South Carolina, and other states, we should be thinking and praying for those on the East Coast dealing with the aftermath of the two hurricanes, and as we see the devastation, let us be thankful for our wellbeing, and hope that all becomes better in the days to come.

The November club meeting is an important meeting for all club members. We will be selecting our future (President-elect) for next year, to be president in the 2026-time frame. Any and all paying club members can be nominated, but to be courteous, you should ask that person if he or she minds being nominated. So please attend our meeting as your input is very important. I would like to encourage all of you to volunteer to help out the club. The stronger the members' participation and willingness to add to the club activities makes us a stronger club.

Let us not forget that the month of November is also a time to honor and remember our Veterans. We have honored our veterans of the club in an earlier month; however, we still honor them today, tomorrow and on. November 11th is significant as it signifies the end of World War I. On the 11th Month, on the 11th Day, on the 11th hour, the Armistice was signed ending the war. This day is significant as it honors all or veterans past and present who serve our county. So, November, along with eating turkey, is a day to show our support and THANKS to our military Veterans.

Also, just a close reminder, that our Christmas party will be at Timber Mine restaurant this year. A white elephant gift exchange (no more that $15.00) will be done. If you want to donate other items to the party please do so. This is also a good time to pay for your dinner at the Christmas party and to pay your club membership dues. Remember club dues are $30.00 now.

At this same time of year, the Providence Car show happened and we had some club members attend. Also, the possibility of a Black Friday Tour may be done, but input and ideas need to be addressed.

See you soon.

Ron

2024 Officers

President:
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President Elect:
Heidi Pitkin
itsthepits5@gmail.com

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MAFCA Representative:
Brian Gough

Past President:
Mike Nichols....mtnichols@yahoo.com

Front cover: Before the Model A was being produced in real volume, this is all the dealer had to "sell": renderings of the new car! This is the showroom at Goin Motor Company, Chicago, Illinois. (Editor's photo)

Next Meeting:

Monday, November 11, 2024 at 7:00 PM

Pleasant Valley Library
5568 South Adams Ave
Washington Terrace, Utah

NOVEMBER BIRTHDAYS

Doug Jenkins

Treats for 2024

November	Kathy Christiansen

WINTERIZING YOUR MODEL A

This is a reprint of an article written several years ago by the Youngberg brothers, but it seems worthwhile to run again, especially for our new club members.

There are several levels of winterization to consider. We drive most of our cars during good weather during the winter, but some get stored. For those we drive, we do a moderate level of winterization. This includes:

- Air up the tires
- Top off the gasoline with ethanol free fuel
- Ensure the fuel valve is turned off
- Add Marvel Mystery Oil (we don't know why, it's a mystery to us, but it makes us feel good)
- Add Sta-Bil to the fuel tank
- Check the antifreeze level and ensure it's at the proper concentration.

Cars that get stored over the winter get additional attention:

- Dolly the tires so we can move it around in the shop
- Emergency brake disengaged
- Top off the battery with distilled water
- Once the additives have been placed in the gasoline and the fuel valve has been turned off, run the engine until the carburetor is empty
- Change the oil (removes that oils that have acids from combustion and helps keep the sediments from dirty oil from settling in the engine)
- Oil the distributor
- Lube the chassis and water pump (use a water pump grease, not chassis or wheel bearing grease, we keep a small hand gun just for this purpose)
- Check all fluids
- Pull the fuse or breaker
- Prior to storing, we like to wash the car, put on any protectants on the top, paint and interior, and the cover the car to protect it from dust
- Make a list of winter projects for the car

There are a couple of schools of thought on antifreeze; some run plain water. If this is the case it MUST be drained before winter storage (even if it's in a heated area, a power outage could lead to a cracked block or head). We run antifreeze all year long. There are many different antifreeze formulas on the market now, so ensure you have the correct one for your car. We've been using the green colored available from farm supply stores.

Batteries are another concern. We leave them in the cars and periodically rotate a battery tender among the batteries in the shop, whether they are in the car or stored. The tenders we use are relatively inexpensive and provide a low amp charge that shuts off automatically when the battery reaches a charged level. Old style battery chargers will continue to charge the battery and can boil it dry. In looking over battery storage recommendation on the internet for this article we see some people recommend removing the battery and storing it connected to a battery tender. Recommendations also include putting a bit of di-electric grease on the battery terminals.

Other recommendations we found for storing our cars called for:

- Fogging oil in the cylinders
- Lifting the tires off the ground and placing jack stands under the suspension
- Inspect hoses and water pump
- Tighten the lug nuts
- Set the point gap and put a small piece of business card between the points (I'd never remember to remove this in the spring and would spend hours hunting for the reason my car won't start!)
- Pest control – rodents love the nice interior of our cars. Different methods have been tried and some swear they are successful, while

others claim they are wives tales. We don't have an answer for rodents; use what you think best. Some recommend a cat, but that brings other problems if they decide to use the car for their "business" area.

Finally, winter is our time to bring the major items found during the summer season back into spec.

We have several winter projects so we'll be in the cars throughout the winter. Cars that are winter drivers will be started weekly. Those being stored will have the engine turned over manually with the transmission in neutral to keep the engine from getting stuck. Last year we put a bit of oil in the cylinder of each of these cars to keep it lubed during these turnovers. We probably should do that again before it gets cold. That gives you some ideas for your car.

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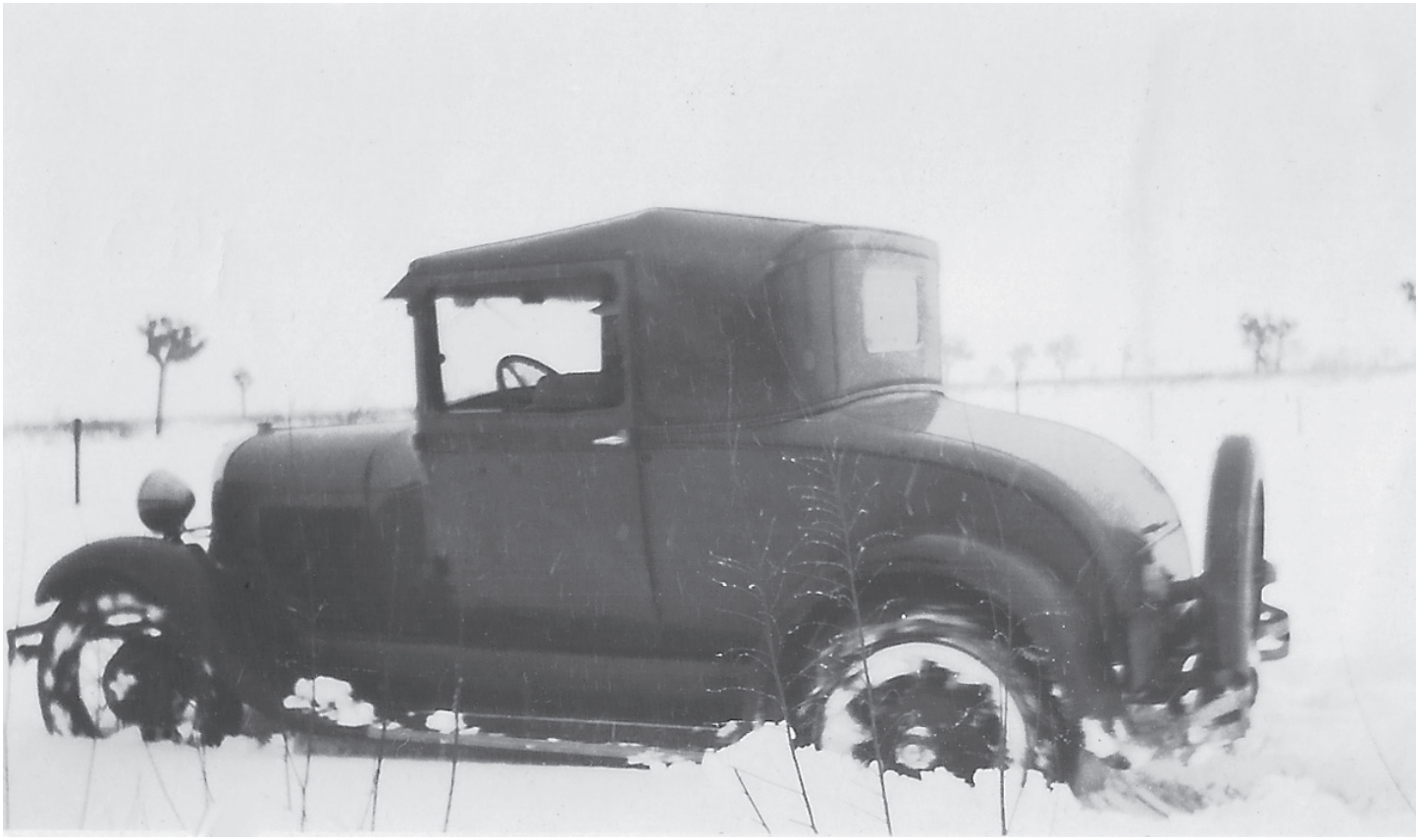

This photograph was taken somewhere in January 1930. The Model A Business Coupe is either a 1928 or 1929 vintage, and if the owner had an exhaust heater (which he probably did) he would have been nice and toasty in his sporty Ford. (Editor's collection)

Throughout the Model A years, Henry Ford not only built automobiles, b
planes had three engines: one on each wing and one on the nose of the fusela

The planes were built in a factory across the street from The Henry Ford
residence. Once assembled, most of the planes were flown from the factory t
the planes were partially disassembled and packaged in crates and loaded on

Here is a very rare photo showing one such shipment. In this case, a Tri-M
The crate was 45' long, 6' wide, and 10' tall. (Editor's collection)

out he built airplanes as well. Made of a material called Duraluminum, the
ge. Appropriately enough, they were called Ford Tri-Motors.
Museum in Dearborn, Michigan, and only about 3 miles from Henry Ford's
o their final destination. If they were sold to a customer overseas, however,
to ships to be transported across the oceans.
Motor is being lifted onto a ship in New York City; destination unknown.

1929 Model A-EV

The story of Dennis Thompson's electric Model A Pickup

Our own indefatigable Dennis Thompson had been thinking about building a battery-powered Model A for some time; actually, since around 2017. "I've always wanted to do an electric conversion," Dennis explains, "and after being around Model As for so long, I realized it had a perfect flatform to do that." His plan was to keep a Model A as original as possible and make the electric conversion as undetectable as possible from the outside.

On the surface, it seemed easy enough: remove the original Model A engine, replace it with an electric motor, and hook up some batteries! But it wasn't as easy as it sounds.

Dennis started out doing a lot of research: what batteries to use, what electric motors were available, what controllers would work. Eventually, he compiled a list of items that he might be able to use and then started to design ways to adapt them to a Model A.

"In the spring of 2023," Dennis says, "I was engineering some brackets to hold the electric motor. But then Keving Youngberg sent me a link to a company in Texas that had already converted a 1930 roadster."

Well, there was no use in re-inventing the wheel, so Dennis contacted the company and found out that it had a complete kit to convert a Model A into an electric vehicle: motor, controllers, batteries, and flywheel adapter that connected the electric motor to the Model A's transmission.

Before ordering the kit, however, Dennis had to find a transplant victim. And he found the perfect candidate on KSL.com in Hurricane: a nicely restored 1929 Model A Ford pickup. "The owner had inherited it from his father," Dennis explains, "but really had no interest in it. He had owned it since 1996 and had titled it, but never registered it."

It was fortuitous find, for Dennis could have converted any type of Model A, but the pickup seemed the most logical. The way he figured it, he could put the batteries in the bed and hide them under a fax wooden crate.

The two made a deal, and Dennis trailered the little pickup back to South Weber. He was anxious to get to work, but instead of removing the engine as many of us would have done, Dennis "designed, built, and installed the battery box before I removed the gas motor."

The reason Dennis starting with the batteries was because the all-important flywheel adapter was not available at that moment. "Some of the part they had in stock," recalled Dennis, "and some of the parts they had to produce or machine. And the ones they had to machine were on a four or five-month backlog." The batteries were some of the parts that happened to come in. So, instead of waiting around for the other parts to arrive, he commenced designing something to put the batteries in.

The 1929 pickup as it looked when Dennis first brought it home.

Again, while it sounds simple enough, a lot of thought had to go into the battery box. The batteries—a total of five cells were used—weigh 300 pounds, and you don't want that kind of mass hurling at you if—perish the thought—you get into an accident at 50 mph! To prevent that, Dennis built a strong container and secured it to the pickup's frame. Then he concealed the batteries by covering them with LP Smartsiding, which is engineered wood that is treated to be more durable and resistant to the elements than natural wood. "It's bulletproof," is the way Dennis describes it. Once it was all assembled, the whole thing looks like

The five Tesla battery cells are well secured inside this strong container, which is cleverly hidden inside a fax wooden crate.

the little truck is carrying a shipping crate, which hearkens back to Dennis's desire to have the pickup look completely stock.

Eventually, the transmission adapter arrived, and now Dennis could finally get to the heart of the pickup's transformation: removing the gasoline engine and replacing it with an electric motor. He also removed the transmission so that he could remove all of its gears. (An electric vehicle does not need a transmission, or at least Dennis thought.) He built a coupler to connect the electric motor to the driveshaft. So, the original transmission case was acting simply as a spacer between the motor and the torque tube. Plus, Dennis wanted to retain the gearshift lever to keep the interior of the cab looking as original as possible.

Now, he was able to take the next major step in the pickup's transformation: putting the electric motor into the frame. And with the new flywheel adapter, it fit beautifully. But the motor was not supported in the front, and the company that supplied the adapter kit did not make provisions for a front motor mount. So, it was back to the drawing board for Dennis.

In quick order, he design a framework that attached to the motor and then to the front crossmember, essentially utilizing the original Model A front motor mount!

Next came the hard part: hooking up the myriad of wires! "The company did provide a basic diagram," explains Dennis, "but it wasn't detailed enough." So, he had to be very careful in tracing each wire and determining where it should go. One improper connection and he could "fry" a circuit, component, or controller, and that would be expensive! "You know what carpenter's say," he continued, "measure twice, cut once! Well, in my case, it was trace twice, hook-up once!"

Even though the pickup's powertrain was now electric, it still needed a cooling system. During operation, the electrical controls and batteries generate heat and need to be cooled. The cooling system does not have to be as extensive as the original Model A's, but it still needed a small radiator, water pump, and lines connecting everything together. Again, in his desire to maintain the pickup's original appearance, Dennis incorporated the new cooling system within the original radiator shell.

Finally, Dennis was ready for his new Model A-EV's maiden voyage. He turned on the ignition key (which powered everything up) pushed on the accelerator pedal (which was actually hooked up to a rheostat), and the little pickup actually took off! Glory halleluiah!

The all-important flywheel adapter. According to Dennis, this part was machined out of a solid piece of billit aluminum and took three days for an automatice mill to carve it out!

Shown here is the two-piece connector that connects the electric motor to the transmission input shaft.

But there was one problem. The electric motor wasn't able to supply enough low-end torque to accelerate the pickup quickly enough from a standing start. To solve this glitch, Dennis cleverly put some gears back into the transmission! Not all of the gears, just second and third. Now, the pickup had plenty of low-end torque. But since there is no clutch, you either start out in second gear and leave it there or start out in third gear and leave it there. Either way, the motor can handle it.

The other problem that resulted from the conversion "was that about 300 pounds of weight shifted from just behind the front axle," explains Dennis, "to 300 pounds to just in front of the rear axle. Consequently, the front-end "feels like it doesn't want to stay on the ground, especially when I hit 50 mph."

A quick way to solve that, of course, would be to simply add some weight to the front of the pickup, but Dennis doesn't want to do that. In fact, he was so conscience of weight that he bought a scale and "every time I took something off that pickup, I weighed it, and every time I added something to it, I weighted it." Obviously, he wanted to keep weight down to a minimum. After all was said and done, Dennis found out that "a stock 1929 Model A pickup, full of fuel, would weigh 16.305 pounds MORE than my electric pickup! The weight shift is the only problem I have." (He'll work on that later....)

So, what's it like driving an electrified Model A? The short answer: It's a blast!

(Dennis was kind enough to let me drive his creation, after he had taken me for a ride to show me how everything worked.)

The first thing you notice about his Model A-EV is that it looks as stock as stock. There is no indication whatsoever that his Model A pickup is an electric vehicle. The second thing you notice is..., NOTHING. No cranking of the engine. No choking required to get it running. No exhaust sound or vibration. Just turn the key and it's running…, not literally running like a gas engine, but "powered up." It's ready to run as soon as you press on the accelerator pedal. The only indication that you have that it's ready to go is that the little display panel on the dash lights up.

The complete powertain assembly ready to be installed.

But step on the accelerator pedal and away you go, quick, just like that! And speed? Well, how fast do you want to go? Seems like there is no limit. But I kept it around 50 mph.

"Since there's no clutch, you have to stay in whatever gear you start off in," explains Dennis, "but that isn't a problem since the pickup can go 50 mph in second. Well, how do you go into reverse? you may ask. Simple! Just flip a switch to reverse the polarity of the motor!"

There's no question that Dennis achieved the goal he was after. The little pickup not only looks like a Model A, it drives like a Model A! It has a lot more power, of course, but other than that, you really would not know that there was an electric motor under the hood rather than a four-cylinder engine. And that is what makes it so neat—it looks and feels like a Model A, yet it isn't.

So, in the end, was all the work and expense worth

it?

"Absolutely!" exclaims Dennis. "It's fun to drive, reliable, and keeps up with modern traffic. Just ask my wife Jeri.

"I love driving it, too!" she replied. "Whenever w have errands to run, the first vehicle we think of taking is the EV pickup. It's more fun to drive than any of our modern cars."

That was a real eye-opener for Dennis. "You know," he said, "I've had my Sport Coupe for years, but Jeri has never driven it. Not once. But she likes driving the pickup!"

"Building this Model A," Dennis said exuberantly, "was the most fun I've had since I was eighteen!"

An electric vehicle has a lot of wiring!

Battery charger and controllers installed using Dennis' framework, which also acts as the front motor mount.

In keeping with his goal of maintaining the originality of the Model A as much as possible, Dennis hooked up the stock throttle linkage to a Prius accelerator pedal actuator for speed control.

When this display lights up, it's the only thing that lets you know that the pickup is ready to go.

The warning sign on top of the battery box is amusing, but dead serious! An electric vehicle can be deadly if you touch certain things in a certain way. This system generates 120 volts and 30 amps, and it's not the volts that will hurt you, it's the amps. It only takes 3 amps to kill you.

Clara Ford's Electric Car

Clara Ford, Henry Ford's wife, could drive and did drive occassionally, particulary in the early years of the Ford Motor Company. There are several photographs showing her driving a 1906 Model N Ford Runabout around the Piquette Avenue plant, so she must have been able to drive a Model T as well. It's not known if that Model N was her personal car or if it was one of the company's, but we do know that she eventually had her own car and it was an electric car! A 1914 Detroit Electric Brough, which cost about $3,700! (That's about $120,000 in today's money.) She kept it parked at Fairlane's expansive garage, which did not need a charger installed, for the whole estate was wired for 240V DC; had its own generators and a huge battery room for electrical backup!

This is the battery pack of Clara's car and it doesn't look too much different than the battery pack of Dennis Thompson's pickup shown on the previous page.

CHRISTMAS PARTY!

It's that time of year again, so plan ahead so that you can attend this year's Christmas party.

DATE:

DECEMBER 17, 2024

TIME:

6:00 PM

PLACE:

TIMBERMINE STEAKHOUSE

1701 PARK BLVD
OGDEN, UTAH 84401
(801) 393-2155

PRICE:

$20.00 per person
(See order form on next page.)

Don't forget white elephant gift!

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Party: Dec 17, 2024, at 6:00 pm. This year's Banquet is on a Tuesday, at the Timbermine Steakhouse, 1701 Park Blvd, Ogden. Bring your menu choices and check to the November meeting or mail to:

Jim Brown, Treasurer
865 Manchester Road
Kaysville, UT 84037
(801) 497-6594

➢ **Absolute Deadline to Reserve & Pay is Friday, December 1!**

Name_____ **Number in Party**_____

Your cell # _____ **Your email address** _____

Menu Choices (all prices include meal, dessert, drink, tax & tip):

_____ **New York steak @ $20.00/person…… …….$** _____

_____ **Salmon @ $20.00/person……...……...…..** _____

_____ **Teriyaki Chicken @ $20.00/person…….** _____

Please include $30.00 here for 2025 dues if not previously paid _____

TOTAL ENCLOSED……. $ _____

➢ **Please pay with check rather than cash if at all possible. Make checks payable to: Beehive Model A Club**

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Note: If you intend to pay at our November meeting, please bring this sheet, with your menu choices and your payment, in an envelope with your name on it. Also, note that our Banquet Dinner is $20.00 a person. (Dues + two dinners = $70.00). Cost for more than two guests on a single membership is $40.00 for each additional person.

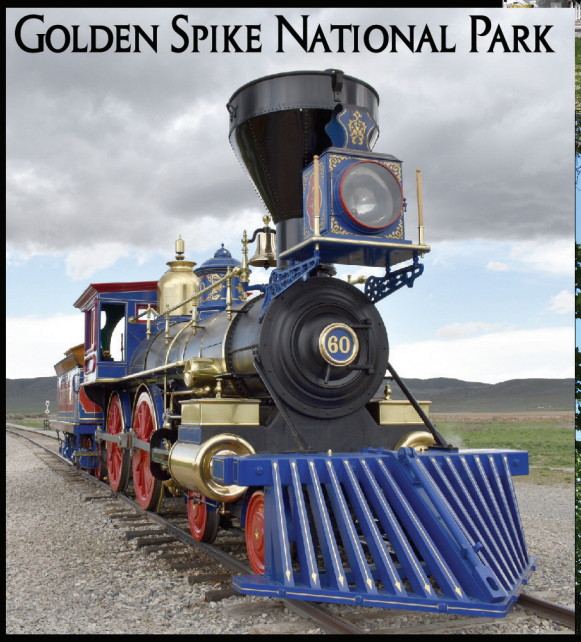
More Than Just an Awards Banquet

It's a Mini Convention

Salt Lake City
December 11-14 2024

MAFCA NATIONAL AWARDS BANQUET
SALT LAKE CITY, UT 2024

Bus Tours



https://utahvalleymodelaclub.org/nab

Seminars

Utah History is American History
Edsel Ford and the Model A
The Ultimate Model A Quiz

Nearby Attractions

Tabernacle Choir Sunday Morning
Pioneer Village Candlelight Christmas
Temple Square Guided Tours

Register Now and get a FREE Polo Shirt with YOUR CAR in the Logo

2024 Salt Lake City National Awards Banquet
MAFCA's Annual Mini Convention
December 11 - 14, 2024
Salt Lake City Marriott University Park
480 Wakara Way
Salt Lake City Utah 84108 - 800-228-9290
Model A Club special pricing $129 per night
link to hotel registration

Name:_____Spouse/Partner_____

Address:_____City/State/Zip_____

email:_____Cell Phone:_____

MAFCA Number*_____ Chapter_____

Emergency Contact_____Phone_____

Item	Qty	Charge	Sub Total
Registration postmarked before October 1st 2024		$80/per family	
Registration postmarked after October 1st 2024		$95/per family	
NO REFUNDS AFTER OCTOBER 1st 2024			
One free polo shirt per registration prior to October 1st 2024	Size:	n/c	
Include a high-resolution digital photo of your car			
Additional shirts	Size:	$35 each	
Wednesday December 11 at 7:00 p.m.			
Welcome Reception - Hors d'oevures and Floor Show		$32 each	
Thursday December 12			
MAFCA Board Meeting 9:00 to 5:00 as needed		n/c	
Seminar 1 The Ultimate Model A Quiz 9:00 to 10:00		$10 each	
Seminar 2 U.S. History That Happened in Utah 10:15 to 11:15		$10 each	
Lunch break - on your own 11:15 to 1:30			
Seminar 3 Edsel Ford and His Mark on the Model A 1:30 to 2:45		$10 each	
Fashions Workshop 9:00 to 12:00		pay on site per project	
Friday December 13 All Day Bus Trip			
The Rocket Garden and Golden Spike National Monument Tour		$75 each	
Late lunch at Maddox Family Restaruant		Included with tour	
Saturday December 14 Half Day Bus Trip			
Tour of Salt Lake City's Historic Sites		$70 each	
National Awards Banquet		$85 each	
Total:			

Make check payable to 2024NAB
Mail this Registration Form, the MAFCA Waiver form and your check to:
Robert Mack - 1537 W. Meadow Lane, Mapleton, UT 84664 - 801-682-3731
Send a good sharp digital 3/4 view of your car for your free polo shirt's custom logo to:
Robert Mack at mack4759@yahoo.com Put your name in the subject line.
If interested in sponsorship opportunities contact Brad Christopherson at bdc.p51@gmail.com
* A free first-year MAFCA membership is available. Contact Robert Mack above

Sponsors

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Ogden, UT 84401
801-621-4252
https://www.jensenautoservice.com

Snyder's
ANTIQUE AUTO PARTS

SURE CAN FEED YOUR MACHINES