

BEEHIVE A's Rumble Seat Review

EST.
1982



NORTHERN UTAH

August 2022



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



Aurora Youngberg Models Her Grandfather's '30 Tudor



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

President's Message

Clay Pitkin

Greetings!

Is it August already? Wow, how fast time has gone by!

I would like to thank everyone who contributes to the club, and outside the club as well, it truly is amazing.

I hope all is well with you and your family.

See you in Sept,

Clay



New Members

July brought one new member, Philip Dunn.

Next Meeting

Our August meeting will be held:

Monday, August 8, 2022 7:00 PM

Pleasant Valley Library

5568 S Adams Avenue

Washington Terrace, UT 84405

Tech talks will be given by Mr. Ray Wheelwright and Dennis Thompson.

Business

2022 OFFICERS	EMAIL
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MAFCA REPRESENTATIVE MIKE BACHMAN	MIKE@MIKEBACHMANPLUMBING.COM
PAST PRESIDENT AND EVENT COORDINATOR DENNIS THOMPSON	DENNIST30@COMCAST.NET

2022 Dues

DUES ARE \$20.00 PER YEAR. CONTACT SECRETARY / TREASURER JIM BROWN.

Upcoming Event – Car Show and Picnic

August 27th will be a Club Car Show and picnic at McGriff park, 2950 N 900 E, North Ogden. The event is being planned by Craig Berry. More information will be provided at the next meeting. Thanks to Craig for taking this on.

Past Events

JULY MEETING



Prior to the meeting we held a SWAP MEET. Ray Wheelwright seemed to have the most stuff there, including a rare 28 transmission case that he can't seem to get rid of. Lots of speedometers, carburetors and various assorted part were there. Roy Van Orman scored a set of front fenders. I got a Ford wrench and a handful of old style condensers (two of which tested good). There was a motometer and an original Ford tire pressure gauge. I opened up my stash and took most of it home with me, but I went home with more than I brought and a couple of bucks lighter.



President Pitkin opened the meeting and welcomed everyone. He passed out the most current (May 2022) membership directory and announced he would be out next month for the meeting. He will be racing at the Salt Flats and invited Club members to come out if they are so inclined.

We gained a new member, Philip Dunn from Roy. He owns a pickup.

Items of discussion included:

- 24th of July Pioneer Day Parade will be held on Monday, July 25th. More information is forthcoming as the parade organizers release it.
- Staggs Car Club Open House on July 30th.
- Jim Brown, the Secretary/Treasurer provided a financial report that was accepted.
- Mike Bachman has a new church position and needs to pass the Club Reporter position to someone else. Brian Gough accepted the job and will work with Mike Nichols to get started on it.
- President Pitkin thanked Barbara Berry, Dennis and Jeri Thompson for organizing the two July 4th parades.
- We are looking for suggestions for the August tours. East Canyon was suggested.

Dennis Thompson attended the national and provided a report. Over 300 people attended the National

Convention in Kerrville Texas, there were over 200 Model A's. The week was packed with events and tours.

Russell Baker provided a report on the opening of the Erickson Power Museum in Heber.

Dennis Thompson stated he had been in touch with MAFCA officials who stated they would like to have an event in Utah. The Utah Valley A's are enthusiastic to have something in Utah and have been in contact with Dennis about doing something with us and the Salty A's. This could be the MAFCA Awards Banquet, the National Convention or a National or Regional Tour. Dennis stated the next Awards Banquet is in Golden Colorado this December and seems to be the simplest of the events to host. A motion was made, seconded and carried to form a three person committee to investigate hosting an event. The presidency will determine who is interested in serving on the committee.

Jan Nichols provided the refreshments and Mike carried them in.

July 4th Parades

This year we had two conflicting parades on July 4th, one in Layton and one in North Ogden.

Layton

Dennis Thompson organized the Layton parade and followed up with a lunch at Ramblin Roads in Layton. The Beehive A's fielded 12 Model A's for the parade.

Cherry Days – North Ogden

The Cherry Days parade was organized by Barbara Berry and we had about 14 cars participate.



PIONEER DAY PARADE – OGDEN



July 24th happened on July 25th this year because the 24th occurred on Sunday. About 22 Model A's and other classic cars met at 8:00 am on 32nd Street just east of Washington. We had about an hour and 20 minute wait before we joined the parade and spent a lot of time seeing all the new cars, discussing the work we'd all been doing and generally catching up. Ron Lucero's Model A fire truck didn't participate with us, but was there with his church group and is about 98% complete as well as looking pretty sharp. (I missed getting a picture!)



We had a bit of everything there, trucks, phaetons, coupes, roadsters, sports coupes and some 2 and 4 door sedans.



We, unfortunately, had to be right behind two horse groups who wanted us to not honk the ahooga horns. Model A's, parades and no ahooga horns honking? You may as well ask us not to breathe. Anyway, we tried hard not to honk too much, but once we separated a bit we got a few in. The other benefit of being behind the horses is we got to practice maneuvering around the resulting road apples to prepare us for the upcoming car games!



Following the parade we went to Golden Coral in Ogden for lunch. We arrived shortly after 10 and they don't

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 open until 11, but they were kind enough to let us in to
 enjoy the air conditioning and seating at 10:30.

Dennis Thompson's red Sport Coupe, not only made
 social media all over the reports on the MAFCA National
 Convention, it was selected by the Standard (our local
 paper) as the car to represent the Beehive A's in the
 paper. <https://tinyurl.com/5xfa9cms>

Long Range Calendar

Date/Time	Event	Locations
August 8	South Weber Car Show	South Weber, UT
August 27	Beehive A's Car Show and Picnic	McGriff Park, North Ogden (CLUB EVENT)
TBD	Tour	Island Park
December 5-8	National Awards Banquet	Golden, CO
December 6	Annual Christmas Party	Timber Mine Ogden, UT (CLUB EVENT)

Tech Corner

QUESTIONS AND ANSWERS

If you have questions you would like to have discussed
 at an upcoming meeting please send them to us at
beehiveas1@gmail.com. Because of lead time in
 preparing the Newsletter, questions arriving less than
 two weeks before a meeting will be published in the
 following Newsletter for discussion at the following
 meeting.

There was another question submitted through the
 Newsletter for discussion on how was the best way to
 secure a Model A to a trailer. There was much
 enthusiastic discussion on routing the straps and no
 definitive method appeared in the group. Some were
 proponents of crossing the straps, while others felt the
 straps should not be crossed. One thing was universally
 acknowledged – do not attach at the middle of the front
 axle, the axle can easily be bent using this method.

TEAM EFFORT SPIDER GEAR REPLACEMENT

Last fall, as we prepared to put the A's away for winter
 we ran into a bit of a problem with Shawn's '28 Closed
 Cab pickup. He stores it in my workshop for the winter

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and I had the transmission (type 39) from my Fordor on
 the workbench in the shop and the car on jack stands. It
 had been there since April as I struggled to get it put
 together. But we had cleared some space and would
 make use of dollies to move things around.



Early on a Saturday or Sunday morning the truck came
 out to be serviced and stored for winter. Shawn
 mentioned we needed to test drive it after we got it
 serviced because the transmission was making some
 noise. So we got it ready for winter, cleared it's resting
 spot and decided to take it for a ride to listen to the new
 noise.

We got to the bottom of the cul de sac and slowed to a
 stop. On acceleration there was a loud pop. Clearly
 something was amiss. A slow test drive down the road
 and around the corner revealed what appeared to be a
 clicking in second gear. We limped it home, parked it
 and there it sat while we worked on the Fordor
 transmission together. Finally, the Fordor was done and
 we started on the truck. We initially thought it was in
 the transmission. We enlisted Dennis Thompson to give
 an opinion, we talked to Ray Wheelwright and Dan
 Johnson. I had called Del Friedli on another matter and
 that subject came up with him too. He offered that it
 may be a spline on the input shaft.

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We finally got heat in the shop (a bit cold out there in the winter) and the Fordor was out of the way so we jacked it up, put it on jack stands, chocked the wheels and ran it. Using a farmer's mechanic's stethoscope (a big screwdriver) we were able to identify the noise was *most likely* coming from the rear end. A quick look at the Bert's catalog sent us on a panic. Gears and bearings were expensive. We started hunting for a replacement rear end. Roy Van Orman had one and we picked it up, leaving a set of very nasty 28-29 fenders for his enjoyment.



In the mean time we drained the rear end. The results were not encouraging. We had fresh metal flakes and pieces in the drained oil. We spread the springs, got some help from Dennis on getting the shackles out (I was ready to break out the plasma cutter after the frustration). Patience and technique from an old pro finally got them loose.

We pulled the rear end out (second time since Shawn's owned it, we had to replace the engine earlier). Once we pulled it apart, it wasn't as bad as we had thought. The pinion and planetary gear were fine, but there were some missing teeth on the spider gears. One missing tooth was very fresh (probably our clunk at the end of the cul de sac). Unfortunately, the axle we got from Roy had been in the weather with the plugs removed and was rusted badly. Nothing was salvageable, but it is interesting that wasps and mice will build nests together in differential.

A parts order was placed for new seals, bearings and races. Feeling we were already in there, we'd replace all the bearings and start fresh. Ouch, they were expensive, nearly \$500, but my brother was paying so it didn't hurt me a bit.



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New spider gears are about \$200 for a set of three. Fortunately Dennis Thompson had a set and we got those from him. Over the next few weeks we reassembled. We read Les Andrews' red book, watched you tube videos and bothered everyone we knew. Thinking one of the axles was bent we bothered Dan Johnson and he put it on his lathe and determined it was fine. Dennis assisted us with the fine points of assembly, loaned us some tools and whenever we called he answered the phone, "I'll be right up" and brought his own rubber gloves.

We had trouble getting races out, but solved those, we installed seals over other seals (the new one doesn't fit well over top of an old one), we adjusted pre-load on everything. And finally, we had it together. While we were there we tried to change out the rear spring bushings. One was stuck, but heat, Kroil and a press got it out with a lot of popping. The other one was laughing in our faces. So, on a fine Saturday at about noon, we'd given up and contacted Ray Wheelwright. He said bring it up.

I had a removal tool that I had ruined on the stuck bushing. Ray used a few of his tricks and that thing was stuck! Finally he pulled out the hacksaw and we cut it in half, still stuck! We finally quartered it and out it came with a bunch of effort. It was great to watch Ray work. He even threw my tool on his lathe and fixed the damage we'd cause.

The bushing went right into the spring and I pity the fool who has to remove it next time! It'll probably be us.

We got the spring finished, on the axle and put it all together. And it ran like a champ. When we started I was confident, as we proceeded the confidence quickly diminished. But with a LOT of help we got it done and Walter is running strong.

Thanks to Roy Van Orman, Dennis Thompson, Del Feidli, Dan Johnson and Ray Wheelwright for the parts, help and lessons. What a great community we have here!

Some things to help if you get to play in a differential:

An inch pound beam torque wrench (darn thing only comes in ¼ inch, but will work with adaptors) will REALLY help with setting your pre-loads.

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You'll need Prussian Blue to ensure your gears are engaging properly

A ½ inch drive deep well socket on an old drive shaft will remove torque tube and axle seals, bearings and races.

Happy wrenching,

The Youngberg Brothers

LEAKY FUEL LINES – AT THE JUNCTIONS?

We all love new old stock parts, but, for the most part, they are gone. This leaves us with replica parts, often made with poor quality control. Let's face it, some of the parts we buy are quality inspected by a 9 year-old who passed first grade in a third world country.

Fuel leaks are very annoying. Fuel is expensive, leaks make the car stinky and it's plain unsafe. Leaky shutoff valves happen. The valve can be rebuilt, but what about leaks at the junctions? I came across a product that, while I haven't tried it, is supposed to be a game changer in fixing leaky junctions. It's called FlareSeal.



They are designed for refrigeration, but many people swear by them for fuel leaks at the junctions. We spent a lot of time trying, and succeeding, to get a leak fixed out of a sediment bowl. I wish I'd known about FlareSeals before, I would have used them. These are not cheap, but it's worth a try on stubborn leaky junctions.

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. Ads will run for two consecutive months unless you notify me ahead.

In search of: 1929 Left Front Fender

Roy Van Orman is looking for a 1929 left front fender. Contact Roy at 801-292-8085

Facebook Beehive Model A's

In search of: Shock Absorbers

Brian Gough is looking for shock absorbers.
He can be reached at 385-306-0351

For Sale: Model B head and water pump, hood support

Model B head and water pump. Pump may have been rebuilt, not sure, it was at least cleaned up and painted, make me an offer.

Hood support, Snyder's part # A-16608-SS, new in box, \$10.00

Kevin Fielding 801-726-7042

Parts Wanted:

1930 - 1931 Rear Fender braces, Rear Bumper Support, Light/Horn Rod and a seat for a 1930 pickup.

Also needed is a Model A engine, running or not. Must have a rebuildable block.

Mike Nichols 801-725-4833

Email: mtnichols@yahoo.com

Parts Wanted:

Top irons and bows for a 1928 - 29 Ford Model A Standard Phaeton. Would like to find in excellent cond. but call if you have any in even fair condition. 801-731-3980 (Cell: Randy 801-430-1512) Randy Ropelato E-Mail: garope29@aol.com

Help Wanted:

Daryl Hunt is looking for some help with his Model A in Heber. Specifically, he would like someone to help with his brakes and getting the car running better. His number is 435-671-3042.

For Sale – 1929 Phaeton



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

1929 Model A Phaeton. Older, complete off-frame restoration to original stock condition (with few minor exceptions). Exceptionally sound body and fenders. Engine overhauled several years (and very few miles) ago by Bud Cheney. Runs great. Snyder's 5.5:1 high compression head provides increased

power while retaining original appearance. Cast iron drums. Exceptionally good brakes for a Model A. Powder-coated wheels. Leakless water pump. Solid aluminum 2-blade fan. Dual side-mounted spare tires. Turn Signals. For information call Don, 801 927-8253.

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