

BEEHIVE A's Rumble Seat Review



February 2023

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



Chuck Evans and Shawn Youngberg Before Heading to
the Turlock Swap Meet
(Shawn had a Rough Night)



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

President's Message

Mike Nichols

Greetings Beehive Club members and friends. It appears I made it through my first month as president without getting fired and we now find ourselves in February. Happy Valentine's Day to all! Many of us have wisely learned that the amount of garage time and dollars spent on our Model A addictions comes at the patience and sacrifice of our loved ones. Valentine's Day gives us a reminder to show our appreciation to those special people. We recognize that some of you have lost your loving partners and we reverently recognize them as well on this special day. I found a New York times article from 1938 that claimed Henry Ford frequently called his wife Clara, "His greatest believer". The article spoke of the early years of their marriage where Clara sacrificed and gave up much while Henry pursued his dreams. Henry was also quoted as saying, "The greatest day of my life was the day I married Ms. Ford." I wonder what Henry Ford would have accomplished if Clara would have pressured him to give up and not pursue what I'm sure many believed were unrealistic and crazy ideas. We know that Henry had many failures and setbacks in the early days, and his "Greatest Believer" obviously stood by his side as their marriage endured 59 years. Rumors are that Henry was maybe not always the most faithful Valentine, but let's not talk about that on Valentine's Day.

On another note, it's important to secure lodging soon for the Island Park/Yellowstone tour that is planned September 13th-17th. We have arranged one-room cabins at a 20% discount in Island Park Village, if we can get five or more cabins. The discounted amount would be about \$199 per night. The cabins are ground floor, two queen beds, no kitchens, very new and well furnished, and some are wheelchair accessible. You can view them at www.cabinvillage.com. Let me know if you want to book a cabin and I will get a discount code to use on their website. There is a Marriott close by at Mack's Inn and the website shows rooms at \$385 per night. There are also many VRBO and AIRB&B rentals for those wanting to group up. Doug Jenkins is organizing some great day trips to nearby old towns and we will

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spend a day in the park. We invite our friends from other clubs to join us on this trip.

Mike Nichols

New Members

We had no new members in January, however, some time ago, C. Jan Bodily joined and we missed announcing it (and missed sending him the newsletter). Apologies for miss this! Welcome C. Jan!

He is the proud owner of a 1931 Briggs bodied Fordor and a former Ford mechanic and parts manager for Marion Willey Ford. He's also looking for a working windshield wiper motor.

We are slipping! We also missed another new member over the past couple of months. Chaz Walker of Clearfield has joined us. He is the grandson of Steve Sessions.

Next Meeting

Our February meeting will be held:

Monday, February 13, 2023 7:00 PM
Pleasant Valley Library
5568 S Adams Avenue
Washington Terrace, UT 84405

Tech Tip presentation – Randy Christiansen on starter motors.

Refreshments will be provided by Dennis Thompson.

Past Events

JANUARY MEETING

January kicked off the first meeting of the new presidency with President Mike Nichols conducting. He announced leadership assignments for the board with President Elect Ron Lucero working on membership, Vice President Bill Wisner working parades and Mike Nichols will coordinate tours.

Mike showed the club calendar from the website and announced some of the upcoming tours they have planned and noted the calendar on the website is the definitive authority for club events. Members can check

there at any time to see what's coming up and plan for meetings and tours. The calendar can be found at <https://beehivea.com/upcoming-events>.

Several other changes were noted for 2023. We are scheduling Tech Do days (the first one will be on Saturday, March 18). We'll find someone's shop to work from and get together to do work on someone's car. This may be routine maintenance to help someone out that can no longer perform these functions or special educational events where we spend some time teaching others, for example, tune-ups, brakes, transmission. We have it on good authority that a Mitchell overdrive is coming and that may be a topic for one of these events.

If you have some project that requires some help, or you would like to see an educational Tech Do day on a particular topic please let Mike Nichols, Ron Lucero or Bill Wisser know and they'll try to schedule it.

Ron Lucero announced and provided a description of the upcoming 911 Weber Area Dispatch Center tour held on January 28th. (A report is below).

Clay Pitkin followed up with some tech tips on easier ways to do mechanics and showed some innovative tools to help us get our work done more efficiently.

Thanks to Clay and Heidi Pitkin for servicing as president elect in 2021 and president in 2022. Heidi didn't hold the office, but certainly provided the power and support to help get the job done. Thanks to you both!

A Blast from the Past

Ray Wheelwright gave me a packet of three very early newsletters from the club, they from February, March and April 1983. This newsletter is setting at 10 pages currently and we like to keep it at 8, so they won't go in this time. I'm not sure how to get them handled, but I'll likely scan them if I think I can without damaging them and cut parts to include in the next few newsletters. Thanks, Ray, for sharing, I'll take good care of them and get them back to you!

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Not a Member of MAFCA?

We encourage you to join. They offer some great benefits and provide our club's insurance. If you haven't been a member before you can get your FIRST YEAR FREE! President Elect Ron Lucero located the form for first year free and it's posted on our website at www.beehiveA.com, it is located at the very bottom of the home page.

911 Weber Area Dispatch Tour



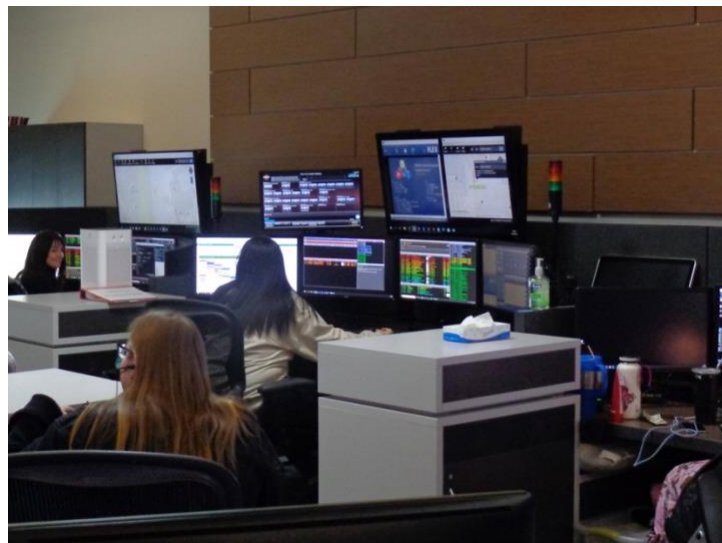
Our 2023 Model A club touring season started out with a remarkably interesting tour. It started with a lunch gathering at Golden Coral and then to the 911 emergency dispatch center located at 2186 Lincoln Ave. in Ogden. There we were met by Tim Lewis, who is the Operations Supervisor for the dispatch center. He gave us a history of the dispatch center, which covers both Morgan and Weber Counties. The dispatch center takes over 100,000 911 emergency calls and over 200,000 non-emergency calls a year. The center handles calls for service from multiple agencies of police and fire departments, state agencies and even various Animal Control units. We listened to some recorded calls where we heard both serious and outlandish calls, which shows the type of calls a dispatcher must handle.

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A question-and-answer time was done in the briefing room and then we were led to the dispatch floor where the dispatchers and emergency call consoles were located. Each console had multiple screens as the dispatcher handles multiple issues and tasks for each call. Language translators are available for translations if needed. I hope that we all now can have a better appreciation for the women and men who manage the dispatch calls at the 911 dispatcher center and how they serve the public. Thank you all who attended this tour.

Ron Lucero



Long Range Calendar

Please see our calendar of upcoming events at <https://beehivea.com/upcoming-events>

Date/Time	Event	Locations
February 13	Club Meeting 7:00 PM	Pleasant Valley Library Washington Terrace
February 14	Valentine's Day	Don't Forget!
February 13	Hill AFB Museum	Noon Hill AFB North West Gate (5600 S in Roy)
March 13	Club Meeting 7:00 PM	Pleasant Valley Library Washington Terrace
March 18	Tech Do Location TBD!	Location TBD
March 25	Antelope Island Tour 11:30 AM	Meet at Sill's Café (Sponsor) 335 E Gentile, Layton
April 10	Club Meeting 7:00 PM	Pleasant Valley Library Washington Terrace
April 29	George Wahlen Veteran Home 2:00 to 4:00 PM	1102 North 1200 W Ogden, UT
June 11-16	MAFCA Midwest Regional	Breckenridge, CO
September 13 to 17	Island Park Club Tour	Island Park and Yellowstone (not the series)

Want a complete calendar of events?

Go to our website at <https://beehivea.com/upcoming-events> and see what's lined up for the year. Dates, times, locations, everything is right there.

Turlock Trip

The brothers and I have wanted to go to the Hershey Swap Meet. With competing priorities, jobs, family and all the other stuff we have it just doesn't look like it's in the cards. But the huge swap meet in Turlock seemed doable. We tried to make it last year, but medical issues in the family just didn't make it possible. But my brother Shawn started talking about it early and we were able to line things out this year and go.

The Turlock Swap Meet is the last weekend in January and runs on Saturday and Sunday. We got family things covered, sold all my children to get some cash to take and lined up a room. It was at the Microtel in Turlock and when we got up the next morning we found Chuck Evans and some of the Salty A's lined up for the breakfast. Small world, drive 800 miles and run into Chuck. We did miss Roy Van Orman who wasn't able to go this year.

Friday was travel day. After getting the car checked over and dropping about 900 bucks to get it in shape for the trip, tanking it up, checking the oil I picked Shawn up at about 7:00 Mountain. I got onto I-84 westbound to get him and found I couldn't see the lines on the road because of the snow. My top speed was about 45 until Riverdale and then the snow thinned out and I figured we had it made. After grabbing Shawn in Farr West, we jumped on I-15 southbound. Things went well for about 30 seconds. The morning commute in big snow storm was in full swing. Visibility was poor and the southbound drivers worse. Lots of lane changes in front of us, getting passed by semis with a 100-gallon splash of water, ice and snow on the windshield made me a bit tense. I was really worried we'd chase this all the way to Turlock. But we were determined. We'd missed last year, this year we were going.

After about 45 minutes on I-15 we got into I-215 toward I-80 West. I-215 was as big a mess as I-15. We hit the I-

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80 exit and started toward Wendover. At about the Tooele County line things cleared up. Short old man break at the truck stop and we were back on the road. The roads were good and we made good time. Stopped a time or two to fuel and check the oil and some 80 MPH speed limits in Nevada and we were at the California line. I'd never been this way through Nevada and Shawn had, but it had been decades. The Nevada mountains this direction were snow capped a beautiful. There was lots of barren country between small towns and gas prices there were outrageous.



Once we hit California, we ran into two lane highways up to Donner's Pass. The snow pack alongside the road was probably 10 feet. The speed limit seemed to crawl at 55 after we had been doing 80 through Nevada and the slow lane had major ruts in it. We later determined the ruts were from the semi-trucks using chains on the concrete road. We attempted to stay in the fast lane and cheat on the speed limit by 5 or 6 MPH. But we soon learned the California natives wouldn't have that and pushed us back into the slow lane and passed us doing 80 to 85. Fearing a \$10,000 speeding ticket out of state we muddled along in the well rutted slow lane most of the time. Once we hit Sacramento we felt like the low-speed drive was over and we'd get somewhere, but those feelings we deceiving. We got there just in time

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for the afternoon/evening rush. That added another hour to the drive, plus we were not on Pacific time and had gained an hour. We FINALLY made it to the hotel and checked in. We figured out the route to the swap meet and went hunting for food.

When you go to an antique and class car swap meet where should you eat on the first night? Well, of course you go to the Hot Rod Diner, just two blocks down the road. Pulling in there was a '36 Pontiac out front and an old school Monte Carlo pulled in all rodded out.

Dinner was good and we met some fellows from the Pacific Northwest who made a two-day trip down to go to the swap meet. They gave us some vague directions on where to locate some of the Model A parts vendors.

After a good meal, a long day on the road we hit the sack and were up at 6:00 am on Saturday, the event opened at 7:00 am. Down to the lobby and EVERYBODY was there for the swap meet. Chuck Evans and the Salty A's boys were there and we had a bite to eat and beat feet to the swap meet. We found a place to park that didn't look like we'd get towed and parked. The entrance to the swap meet had a long line out the gate, around the corner and around the corner again. Lots of hot rods and antiques passed us to enter while we waited. The line finally started moving a bit after 7 and we made it around both corners and started into the home stretch and who should Shawn spot, but Tina and Paul Shinn directing traffic! I shouted to them and they politely waved back.

We made to the ticket booth and paid the \$20 for both days and we were in! We started down the first line and one of the guys we were chatting with while we waited came up to us and pointed out someone with some Model A parts. We hit the back of his truck with shock and awe and found he had a small box of Model A parts amid all the rest of his stuff. We found a few items we were interested in but he as insistent that he wanted to sell it as all or nothing. Most of it were worn out transmission gears so we passed. Some items we wanted, but we just couldn't make the deal.

Onward we went. German WWII helmets, seats for an 80's Olds, piles of California license plates and some cars and car parts for 50 – 90's cars. Some Model T stuff and some Model A's and T's for sale. We finally figured out a plan to systematically cover the area. It was huge! I've never seen so many car parts and trivia. A somewhat nice '30 AA with a dump bed for about \$7,000. Old gas pumps and oil dispensers. We found three sets of restored gas pumps complete with matching oil dispensers. We were afraid to ask a price.



Late in the morning we found that we were only covering half of the event. There was a second half though a gate and south of us. We ventured over there and found a building with Burtz Blocks and a big assortment of Model A items from Arizona Mode A. After buying all the stuff there we thought we could use in the immediate future we went outside and tried to

find more parts.



We hit one fellow who had a lot of Model A stuff, we were interested some of the horn items he had and when we checked it was mostly worn-out items. He said he built up a couple of horns and this was the stuff he couldn't use. This seemed to be the theme for finding Model A parts. If we found anything original it was worn out stuff that was rejects from someone else's build. Now, don't get me wrong, there was great stuff there if you were looking for Model A, beautiful chrome items from later in the 30's up to the 90's, but Model A stuff was hard to find and when you did it was pretty shabby and clapped out. We did, near the end find a fellow with a handful of Marvel Schebler carbs, we picked up the one's that looked complete and went back the next day and bought the rest for parts thinking we'd get 2 or 3 that we could get running.

Springs for an A have been hard to come by, we saw two sets of front springs and I scored one of them and Shawn needed the outer shaft for a two-tooth steering column and he scored a straight, no dent and unwelded one in good shape for a decent price. There were lots of 30-31 headlight buckets, nothing in decent shape for 28-29. We found a few running boards but nothing decent. Bumpers were around if you wanted bent ones with no chrome left on them. Fenders were mostly shot. Speedometers had been in the dirt/rain and wouldn't turn. Lots of stuff, if you could find it, but Model A stuff was few and far between and in pretty sad shape.

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We did a return trip on Sunday and found that 60% of the vendors had left. We did meet Tina Shinn (Paul's wife) and thanked her for all she and Paul do for the hobby. We picked up a few things we decided we had to have from the day before, canceled our room for the night and headed for Reno.

Once we got into the mountains heading toward Donner Pass, we hit snow. We trucked on, but pretty soon the traffic stopped. After an hour wait, we had a wrecker pass us on the shoulder followed ten minutes later by three Cal Trans snow plows. Another 15 minutes we were moving. Getting through the traffic and getting into a single line in the fast lane and doing 25 to 30 MPH to accommodate the cars with chains on we made slow progress. Going down the Nevada side was just as bad, and we didn't get back up to speed until we hit Reno. We had a room there and stayed the night. Monday morning, we made a quick trip home and we home by 5 pm.

Turlock was big, we were amazed at all the stuff. Would I go again? I'm not sure. We didn't have a lot of success finding what we wanted, but it was an experience we'll never forget. Chuck Evans found exactly what he needed in pristine condition for his '36 Ford, so you can be successful there. Next time I'll look for a pre-WWII swap meet, I think we'll be more successful. It wasn't a bust, we picked up some stuff, I got to spend four-days with my brother (I wish our other brother, Dirk could have gone with us), and I got a nice steak dinner from Shawn for my birthday that weekend.

Scam Alert

Randy Christiansen and the Presidency over the past year or so have been getting requests from the President to purchase gift cards via email. Looking closely at the email address it's obvious the domain name is incorrect. But the email looks pretty convincing. They usually say something like we're donating to (fill in worthy cause of your choice here) and I'm tied up. Can you pick up four \$50 gift cards for me?

I've received this scam myself twice and know others have also. Recently it hit MARCA. See below:

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SCAM ALERT!!



Please Note Marc Members;

If you receive a message from MARC, Jim Zellen, Joe Valentine or any other board members requesting gift cards, please ignore it. It is a scam.

DO NOT RESPOND TO THE EMAIL AT ALL. DELETE IT!!

- All Model A parts, other than the block, crank and connecting rods are standard Model A Ford
- The mains, rods and camshaft are full oil pressure
- The block has replaceable cam bearings to use either the 3 or 5 bearing cams
- The rear main cap assembly is designed to hold modern oil seals
- The connecting rods are forged
- The engine can be built with a full flow oil filter
- They offer an option to add an oil pressure gauge

The basic block kit includes the new block, the crankshaft and the four connecting rods and is priced at \$4000. They currently have a wait time.

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.

THE BURTZ BLOCK

Well, we've all heard about it, but I don't know anyone who has seen one, much less owned one. But while at Turlock for the swap meet Shawn Youngberg and I got a chance to see one in the flesh.

It was not an assembled engine, but simply all the parts needed to put one together. They offer a simple package that includes the block, crankshaft and connecting rods. Features include:

- 5 journal crank and block with 2" bearings at the crank journals and rods.
- Crank is fully balanced and uses standard insert bearings – Federal Mogul 2020 CP
- The connecting rods are forged



Optional items include a head with a 6.5:1 compression ratio priced at \$400. A touring cam with 5 bearings rather than the original 3, it's priced at \$400. And finally, they offer a lightened flywheel at \$375.



Images for this article were taken from www.burtzblock.com.

For pistons, they recommend EGGE brand part number E1104-4.

These come with a complete builder's guide and, as revisions are made, they are updated on their website.

While we didn't see a running engine, we did see the components and it was obvious there are benefits to full oil pressure, an increased number bearing journals for the crank, having the crank counterbalanced with a larger bearing surface and insert bearings. A 5 bearing cams seems to make sense too. Just the seal on the rear main makes me want one of these.

Does it look like a Model A engine? Well, yes it does. They worked hard to make sure it looked like an A engine from the outside. You'd be hard pressed to find a flaw in the appearance against the judging standards.

There has been a bit of whining on some of the Model A forums that the blocks are made in China. These are made in a factory that makes blocks for many of the major manufacturers, building engine blocks is their business. Can China make a good block? Of course, the key comes in the quality control required and enforced

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by the company placing the order. Burtz indicates they have a rigorous quality control program in place. An

Is it better than rebuilding a stock engine? I'd say yes, 90+ year old blocks have had a hard life, even if kept in good condition. Many an engine has been pulled and stuffed in a barn, or shed or under the old shade tree without a cover. Building off these components can be risky, but you need to determine if the new block and components make sense to you before you start your build. I've love to have one of these in one of my cars. I think they are good runners and I'd have a lifetime of service from it. But both my cars have good strong engines (one has just over 1,000 miles on it) so chances of me jumping to get one are pretty low. If you're shopping for an engine, these are well worth considering.

Want more information or ready to order? Contact them at <http://www.modelaengine.com/>, further information is available from www.burtzblock.com.

MAFCA Awards Event in 2024

The Beehive A's committee met with the Salty A's and Utah Valley A's and are moving forward with the planning process for this event. More information to follow.

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 MUST be in at least two weeks before the next meeting and will run for two consecutive months unless you notify me ahead.

Parts Wanted:

28/29 headlights, rear and front bumpers.

30-31 tail light.

Mike Nichols 801-725-4833

Email: mtnichols@yahoo.com

Parts Wanted:

Rear brace for a PU bed

Roy Van Orman

801-292-8085

Parts Wanted:

30-31 PU bed
Dennis Thompson
801-510-5837

Parts Wanted:

Original style 1931 coil in metal can with the bracket spot welded on.
Don Niederhauser
801-927-8253

Parts and Car for Sale:



1931 Deluxe Roaster unrestored
1931 Wheels
Lots and lots of parts
Boyd Uzelac
801-541-7230
801-201-3800

1928 Roadster for Sale:



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1928 Roadster for sale. Car has been stored inside for five years. Good paint, upholstery and top. It was running when stored. Best offer with a good home. Call Roger or Brice at 801-294-7040.

For Sale Engine Stands with Model A Engine Mounts

Two engine stands with Model A engine mounts \$60.00 each. Call Dan Johnson – 801-941-4834.

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