

BEEHIVE A's

Rumble Seat Review

EST.
1982



NORTHERN UTAH

June 2023



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



Chet Leete with His '29 Coupe



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

President's Message

Mike Nichols

As we were touring out to the bird refuge last Saturday, I was thinking about why we do what we do with these old cars. I'm guessing we have various reasons for what got each of us into this old car hobby, some because their father or grandfather had a Model A, some because they just love cars, some because they love history, and on and on. My story goes like this; Late 2005 and early 2006 was a rough period for me psychologically. I was in a devastating plane crash that should have taken my life, I very much disliked my job, I had a business venture not go well, had some serious struggles helping our son through a trying few years, and then my father that I loved deeply passed away following a short but brutal fight with lung cancer. My mind was having a hard time processing all these life events and I was not in a good place mentally. Then one day I randomly bought a boat that hadn't been winterized, causing a cracked block. It took me several months to pull the engine, tear it down, have it machined, and then put it back together. At this time, I learned that I could re-direct my thoughts from my struggles to thinking about next steps for my boat project. I finished that boat project and then needed something else, so I bought a bigger, better boat with a bad engine and repeated the process. Three boats later, a mechanic friend of mine at the airport that was in the last stages of cancer told me he had an old car for me that just needed a little bit of wood replaced. Ten years later, I finally got the junk pile reassembled and am now enjoying my 1929 Fordor Sedan. I really think my struggles of the past are behind me and the need to distract my mind is long gone. However, I still convinced Jan (love that woman!) that I needed another project to keep my mind healthy, so I went to Boise and picked up a 1930 pick-up project, that I now call Truckinstein because of all the mix and match parts that came with it. So, for me, I started Model A'ing for my mental health, but now enjoy the hobby and the people enough to continue. For me, it's the journey and learning new skills more than just owning a cool old car. Perhaps

some of you are in this hobby for the same reason and will understand my story.

See you soon,

Pres Mike

Next Meeting

Our June meeting will be held:

Monday, June 12, 2023 7:00 PM

Pleasant Valley Library

5568 S Adams Avenue

Washington Terrace, UT 84405

Timing by Kevin Youngberg, refreshments by Bill Wiser.

Past Events

MAY MEETING

President Mike Nichols called the meeting to order. He recognized two visitors a father and son who deal in antique and classic car insurance. The son was from Utah, while the father was from Walla Walla, Washington.

Mike provided an overview of events. Upcoming in the near future include the May 27th Bear River Migratory Waterfowl Refuge tour and the 25th street Photo Reproduction event. Other events are listed in the Long-Range Calendar below. Significant among them are the overnight tour to Evanston, Wyoming on August 11 and 12 being organized by Dennis Thompson and the Island Park/Yellowstone tour from September 13 to 17.

Jim Brown provided a treasurer's report and noted Russell Baker donated money to the club for the help we provided driving during the Classic Car Auction.

The Break-Down Award was given to Dan Johnson following his radiator coming apart on the Antelope Island Tour.

The meeting was turned over to Henry Dominguez who provided a history of Ford dealerships with original photos of them and some of their practices such as the service area, how the Model T's were shipped in three parts and assembled beside the train car they were shipped in and taken to the dealership.

MISS BETTY

I had a date with Betty Boop this past week, brought my wife and brother along too. Most of you have seen the little '29 Coupe that belongs to Chet Leete. Lite brown in color with Betty Boop decals on the cowl. We took a trip to Chet's house and got a good look at it.



Chet and his son, Keb, bought it about a year ago. The idea was to have a bit of a father/son wrench fest with it and it's happening. It's a good-looking Coupe. Body is straight and it looks solid. It's a bit of an older restoration, so, like most of the driver cars in the club it shows some personality. Chet calls it Miss Betty.

Chet doesn't get around today like he did when he was 20 so they've had some modifications done to it (Chet brags he's one year younger than the car). Keb helps his

dad with the things they can do and what he can't or doesn't have time to do goes to Dan Johnson. As far as the modifications, Dan helped them replace the floor starter pedal with a push button solenoid unit and they have changed out the seats to a pair of bucket seats from a Pontiac.



This is not Chet's first Model A. His first car was a 1929 Model A Roadster. He got it at age 16. One night he was traveling north on one of the main roads in the North Ogden area and slipped past the sheriff who was driving a '46 Packard. The next day the sheriff made a call on the shop where Chet was working. He gave him a hard time about his speed and Chet pushed back a bit telling him they (the sheriff) were in a way newer and more powerful Packard. Then Chet asked why they didn't trade him that Packard for his Model A. The sheriff left telling him he'd see him later. A couple of hours later the paddy wagon showed up and provide Chet a one-way ride into town.

He had a couple of other Model A's including a 1930 Fordor and a pickup truck. Of them all he liked the Roadster the best!

Chet was born in Council Bluffs, Iowa. He came to Utah when he was 15. He worked as a delivery driver at W.P. Fuller Paint and Glass for a short time and was brought into the glass shop and trained as a glassier. He spent some time working for Ed Neiderhauser at Ogden Chrome Plating. He had his own body shop, North

Ogden Body for a few years. Finally, he went to Hill Air Force Base in the chrome shop and was moved to a mechanic's shop where he worked for 14 years.

When asked what he'd like to tell the members Chet responded, "Be happy and live forever!" Good advice.

Chet's had a few cars in his day. Couple of Model A's and quite a few other, but he's still looking for a '29 Roadster like the one that got away so many years ago.

BEAR RIVER BIRD REFUGE TOUR

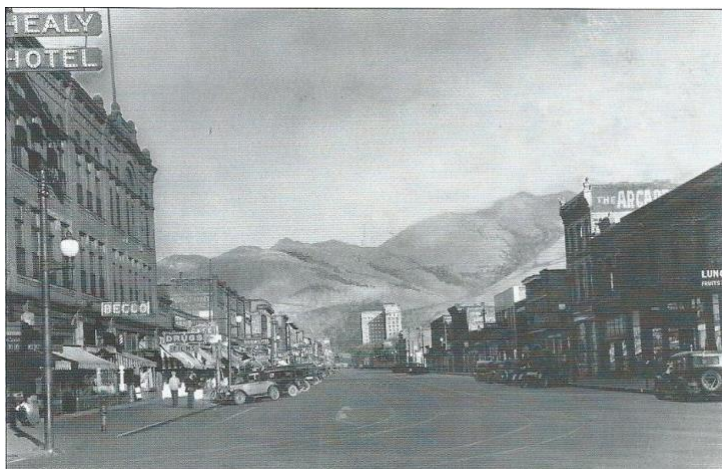


We got lucky with the weather on our tour to the Bear River Bird Refuge and had lots of sun and mild temperatures. About a dozen or so cars made the trek from Ogden, along old highway 89, through downtown Brigham City, and then west to the refuge. The trip was around 90 miles out and back, as reported by member Ray Wheelwright. The visitor center is very nice with various exhibits, gift shop, and an auditorium. We watched a movie about the migratory birds and the history of the bird refuge, while sitting in the plush seats of the auditorium. Following the movie, we had a bite to eat outside sitting in the amphitheater, and then off to the road tour. We were warned that the Bear River had flooded a portion of the roadway with about 4"-6" of water, we were brave and made the crossing without incident. The water crossing added to the memory and all in all, it was a great Model A day.



Photo Recreation Day

President elect Ron Lucero had a photo from the late 1920s or early 1930s of 25th Street taken from the Union Station eastward showing several period cars. He thought it would be nice to recreate it and worked with Jessica of the Ogden Downtown Alliance to get us access to the area. Since they were shutting down 25th street on June 2 for their cars show that evening we got in to recreate the photo. Ron went the extra mile and hired a photographer to shoot the photo and take some extra photos of those who came with their individual cars.



We had nearly 25 cars show up for the events, lots of Model A's and a couple of Model T's. It was a good time to socialize while Ron hunted down the owners of modern cars that had parked there blocking our access. Once we got them all out of the area he worked with

the photographer and positioned cars as they were in the photo.



Following the photo shoot many went to Dillon's on 12th Street for additional socialization and breakfast.



Ron has prepared a write-up, complete with photos, to submit to the MAFCA Restorer Magazine.

Contact Ron Lucero at the next meeting to purchase photos.

UPCOMING EVENTS

We will be traveling to Island Park/Yellowstone during September 13th to 17th to tour. Rooms are going quickly so you **REALLY** need to book soon.

Dennis Thompson will be organizing an overnigher to Evanston, WY on August 11. See the announcement below.

GARAGE DAY!

We'll hold another Garage Day on Saturday, June 10th, at Doug Jenkins' garage, 2088 North 3700 W, Plain City. Time will be 10:00 am to 2:00 pm. We'll do maintenance if you need it on your car. Bring the needed fluids.

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2024 MAFCA Awards Banquet

We are still planning this event. We need two volunteers to solicit donations and someone to build a quilt to raffle (MAFCA will pay for the materials).

Long Range Calendar

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

Date/Time	Event	Locations
June 10 10 am – 2 pm	Garage Day Club Event	Doug Jenkins 2088 N 3700 W Plain City, UT
June 10	Sounds of Freedom Car Show	Layton Commons Park
June 10	Grinchfest Car Show	South Jordan

June 11-16	MAFCA Midwest Regional	Breckenridge, CO
June 12	Club Meeting	Pleasant Valley Library Washington Terrace
June 16-18	Rockin Rust Revival Car Show	6/16 Bear Lack Cruise 6/17 Car Show Woodruff Park 6/18 Salt Flat Cruise
June 24	East Canyon Tour Club Event	9:00 am Weber Canyon Rest Area Eastbound I- 84 Milepost 94
June 24 th	Back to the 50's Car Show	Heber City Park
June 29-30, July 1	Cache Valley Cruise-In	Logan, UT
July 4	Layton Parade Club Event	Layton, UT
July 8	North Ogden Parade Club Event	North Ogden, UT
July 8	Heavy Hitters Car Show	Weber County Fairgrounds
July 10	Club Meeting	Pleasant Valley Library Washington Terrace
July 24	Pioneer Day Parade Club Event	Ogden, UT Lunch at Golden Corral
July 29	Westsider's Car Show	West Bountiful City Park
August 11 -12	Evanston Tour	Evanston, WY
August 12	Junction City Classic Car Show	Ogden, UT
August 14	Club Meeting 7:00 PM With a Swap Meet at 6:00 PM	Pleasant Valley Library Washington Terrace
August 19	Dean Murray Party and Car Show	Dean Murray's Home
September 13 to 17	Island Park Club Tour	Island Park and Yellowstone (not the series)

The Evanston Wyoming Tour, August 11 and 12

Dennis Thompson has lined up an overnight tour to Evanston, Wyoming.

We'll depart on Friday August 11 take the Mirror Lake highway and lunch at Evanston. Rooms have been blocked off at the Best Western Dunmar. 307-789-3770.

One highlight of the tour is a special visit to the historic Union Pacific Roundhouse. This brochure, provided courtesy of the City of Evanston, gives a short history of the round-house. Lunch on Saturday will be in Evanston, and we'll head to Woodruff and back home on the Monte Cristo highway.

Thanks to the Utah Valley A's for the brochure and some of the content here!

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.

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.

QUESTION FROM THE CLUB

Ron Lucero writes:

I had recently had to rebuild my motor because of the Babbit Bearings going out. Also it was supposedly a pressurized system??? The oil pressure reading that I had was always 10 on the gauge or more ??? Now with a new motor and back to original condition (not pressurized) my question is now with my new motor.

Question: Upon start up the oil gauge reads between 4-6, and when it warms up fully the gauge reads at 0. Why is this?

Ron Lucero submitted an article on doing brakes with Dan Johnson.

FROM INSPECTION TO REPLACEMENT, THREE-DAY ADVENTURE

By Ron Lucero

Being a club member has its benefits, knowing that there are persons who have the expertise to help in areas that, when assistance is needed, we can lean on those persons for help and assistance. My scenario, after my engine replacement, new clutch and putting all things back together was there was a difference of how the brakes worked and felt.

Day 1 - 15 May - Monday - So, thinking of who could help me, I thought of Dan Johnson, who presented a tech talk about brakes and how to adjust them. I contacted Dan and asked him if he had time to

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

look/inspect my brakes, with the intention to replace them if needed at a later date. I called Dan and he said to bring the truck over and we will take a look.

Driving the truck to Dan's garage, we put the truck on jack stands to look at the brakes. Again, my intent was just to do an inspection. We removed the front passenger wheel, then the brake drum. What we found was a scored brake drum, dust and dirt, and after removing the front brake shoes, they were deeply worn and gouged. That was not a good sign. We then removed the driver's side front wheel, drum and shoes. We found them to be in much the same condition.

So then to the back brakes, we started with the passenger side and the brake drum would not come off, we had to pry the brake drum off with a crowbar. Again, not a good sign. After finally getting the back drum off we noted that this drum also was gouged. Dan instructed me on how to remove all the emergency and brake mechanism from the back wheels and the shoes were also scored and in bad shape.

We moved to the driver side rear wheel, and this brake drum also was also difficult to remove. And again, Dan instructed me on how to remove the emergency and brake mechanism for brake shoe inspection. I was surprised to find the brakes in such bad shape. Dan said that I should not be driving until the brakes were replaced. Thank you Dan for the safety insight and not allowing me to drive away. We ended Day 1.

Day 2 - 16 May - Tuesday - Dan told me we will replace the brakes, and that he had a set of new replacement brake shoes. He said that I'd will do the work, he would instruct. With the front brake drums removed, Dan started turning/machining the brake drums. Dan provided guidance to me on changing the brake shoes and told me to replace the rollers, and guide pins (making sure there were no flat spots on rollers). I replaced three sets of brake shoes. No brake drums installed yet.

Now to the back brakes, as we had trouble removing the drums. Dan continued to turn/machine the rear brake drums. Again, Dan instructed me on how to remove the

emergency brake shoes, and service brake shoes from the driver's side wheel. Dan saw that the driver side emergency pad was bad and he had a replacement.

After the front brake drums were completed and machined, Dan did the completion of the front, he installed the drums and wheels. I worked on the passenger side rear brake mechanisms, and replaced all old shoes with the new ones and emergency pad onto the passenger rear side. After Dan ensuring that I put all the parts correctly and we started to put the rear passenger brake drum onto the wheel. The brake drum would not go on as required. I seemed to be hitting something when it got just so far into the wheel it would stop. We struggled with the rear wheel for about an hour, as the brake drum would not go on and seat as required, (remembering that we had issues getting the brake drum off). Dan had mentioned that sometimes the emergency brake backing plate sometimes are bent and might be causing the brake drum to not seat properly. So, in frustration we called it a day. We ended Day 2, with one set of back brake shoes still needing to be replaced and no brake drum installed onto the passenger rear axle.

While under the truck looking at linkage and other items, Dan noticed that the Transmission was resting onto the Brake cross armature. He also noticed that the floating motor mounts were not keeping the motor and transmission off of the brake cross armature. He made two metal spacers to put with the motor mounts and it lifted the motor and transmission off of the brake armature. (This was the reason the brakes did not feel correct when I was driving the truck, along with bad brake shoes and scored drums).

Day 3 - 19 May – Friday – Starting day 3, Dan completed turning down/machining the remaining driver side rear brake drum, as I completed the replacement of the last set of rear brake shoes. Dan guided me in putting things all back in place and what items to look for. After installing the driver side emergency and brake shoes, and all the mechanism, Dan noticed that one set of springs were the wrong kind and we replaced them. We

struggled again also with the driver's side wheel in putting on the brake drum.

Dan said we needed to remove the emergency backing plate from both wheels. He noticed the emergency brake shoe on the driver's side was not seating perpendicular to the wheel. So, I removed all things again from the driver's side wheel, installed a replacement backing plate, installed all the brake shoes, emergency mechanism and the brake drum seated correctly and we finished the driver's side. WHOOO HOOOO!!!!

Now to the passenger side and replace the emergency backing plate and all brakes and mechanisms and the drum also seated. WHOOO HOOOO!!! Dan and I did the adjustment of the brakes using the braking tool, and then test drove the truck and the brakes worked and the truck was completed.

Thank you Dan for your knowledge, letting me do the majority of the work and for your replacement of parts. I learned a lot with your guidance and knowledge and helping correct issues with the brakes that we found. Again, as I mentioned, being a club member has its benefits, knowing that there are persons who have the expertise to help in areas when assistance is needed, I/we can lean on those persons for help and assistance.

THANK YOU ALL who have helped me with my truck.

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.

Mike Nichols 801-725-4833

Email: mtnichols@yahoo.com

For Sale:

Model T's and parts, early Ford pickups. Located in St. George.

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Amy Bergstrom 801-793-8358

Doug Chapman 435-359-7630

Parts Wanted:

30-31 PU bed

Dennis Thompson

801-510-5837

Books Available:

Model A Judging Standards and Restoration Guidelines
(very old edition)

Restorer's Model A Shop Manual by Jim Schield

How to Restore Your Model A, Volumes 1-5

Model A Ford Service Bulletins, 1957 Edition

Model A Ford Service Bulletins, 1972 Edition

Dennis Thompson

801-510-5837

dennist30@comcast.net

For Sale:

29 Ford Woody

29 Ford AA Dually

Steve Flint

435-757-3183

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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