



# Rumble Seat Review

May 2021



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



Dan Johnson's 1931 Slant Window Cabriolet

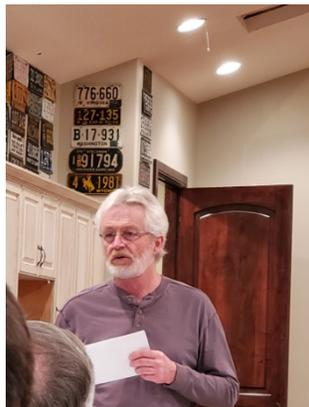


Beehive A's is a Chapter  
of the Model A Ford  
Club of America

## President's Message

**Dennis Thompson**

Thanks to Dan Johnson for letting the club use his shop for the April meeting and for giving the tech talk. Dan is an excellent resource for the club and has a vast knowledge and experience to tap. He has also helped many people over the years, including me, who have dug themselves in too deep!



Our May club meeting will be held at Monte Stokes's house. The address will be here in the newsletter so please take note. Also please bring a chair. We have a guest that will be giving the tech talk this month. The guest is Ian Cummings and the subject is rust removal using electrolysis. This should be a good meeting and I am sure we can find plenty of rusty parts to work on. If you think big, maybe a vat big enough to hold a whole car???

Club activities are picking up. Please note the calendar in the newsletter as it is slowly filling up with events. I know many of you are anxious to get out just as I am. Be sure to review the calendar so you don't miss anything.

Our club attendance at the April meeting was awesome. This tells me is that we are willing to venture out into the public again. Word from the State of Utah is that restrictions are being lifted and venues that we haven't seen in two years are coming back. I am looking forward to a summer of car shows, parades, and tours!

Dennis

### **Next Meeting (NOTE NEW LOCATION!)**

Monday, May 10, 2021 7:00 PM

Topic: Electrolysis for rust removal

625 S 1200 W

Marriott Slaterville City, UT **BRING A CHAIR!**

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

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## 2021 Dues

**IF YOU HAVEN'T PAID YOUR DUES FOR 2021 PLEASE CONTACT JIM BROWN. DUES ARE \$20.00 PER YEAR. THANK YOU.**

## Past Events

### APRIL MEETING



The April meeting was hosted in Dan Johnson's shop. Thanks to Dan for his hospitality. The meeting was very well attended with about 38-40 people.

President Dennis Thompson called the group to order and ran through the general business. He covered last month's event, the Club's Dust-Off Tour organized by Randy Ropelato (who calls it the Wash-Off Tour because of the rain). Attendance was great and many of the

Facebook Beehive Model A's

group went on to Hill Air Force Base for a museum tour. Thanks went to Randy for organizing the event.

We are anticipating holding a Car Games this summer, but we didn't have a report on the event. More information will come as it becomes available.



Russ Baker passed out a driver volunteer list for the upcoming Classic Car Auction at Thanksgiving Point. The event will be held on May 1 and will begin at 10:00 am.

The next meeting will be held at a different location. It will be held on Monday, May 10<sup>th</sup> at 7:00 pm. The location will be:

625 South 1200 West  
Marriott Slaterville City

The topic will be rust removal through electrolysis.

Upcoming tours and events include:

- Classic Car Auction May 1, 2021
- Vintage Caterpillar Tour May 8, 2021
- Car Games (no date set)

Dan Johnson provided a demonstration on how to measure bearing clearance with plastigauge.

Clay Pitkin showed a growler he had obtained. A growler allows testing of DC brushed motors.

Refreshments were provided by Randy

and Gloria Ropelato. Jason Rollins volunteered to provide refreshments at the May meeting.

Members drove numerous Model A's to the meeting including Doug Jenkins' '28 AA truck. Mike Nichols drove an early Briggs leatherback Fordor that is under restoration. The nice spring weather brought out many of our member's cars.

## New Members

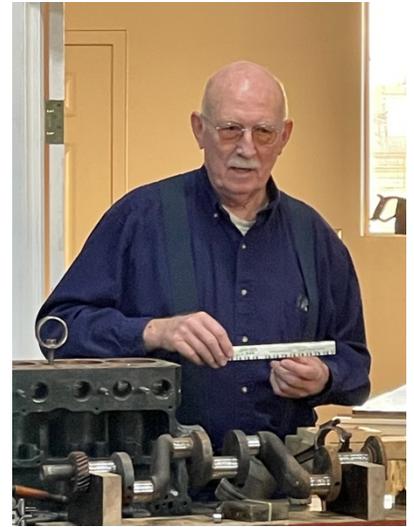
We did not have any new members this past month.

## Member/Car Profile

### PAST PRESIDENT, DAN JOHNSON

Dan Johnson is a pretty quiet man. And he's not one to toot his own horn. As far as Model A Fords (and other cars) go he knows his stuff.

Dan grew up in the Ogden area and spent summers on an uncle's farm in Idaho. He was the second to the last of eight children born to his parents. As a teen he hunted down old cars to bring back to life. This kept him busy during his spare time in the summers in Idaho as well as gave him something to drive when he was back home in Ogden. Find them, fix them, drive them a bit and sell them when he found the next one. Always moving up a little bit with each car. He learned a lot



fixing the cars he found, the tractors and trucks on the farm.

By the time he hit adulthood he was well versed in auto mechanics, which helped him as he got interested in Model A's.



In fact, his mechanical ability got him married. When they were in their teens Dan worked at a service station around 8<sup>th</sup> and Washington. His future wife, Kris, was having a difficult time getting her father to fix the blinker's on her car. She went to the station where Dan worked and asked him if he could fix them. Bay space was at a premium so Dan went out and he and Kris sat in the car while he fixed the lights for her. After he was done he asked her out and she consented. Less than a year later they married.

Dan and Kris had three children, two boys and a daughter. He lost one of his sons to cancer. They are the proud grandparents to nine and the great-grandparents to four.

The family lived in Huntsville (Dan had a small farm) and North Ogden. He bought his current home in Plain City and built his shop there. It's a magnificent shop, large, well organized and well equipped. Dan has done a lot of repairs in the shop, but had an electrical fire last summer that nearly destroyed it and the contents. Dan

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went into the fire to save what he could saving both of his Model A's and his pickup truck. He did lose one A to smoke and water damage. He considered not rebuilding, but in the end, he did and is still looking for things that were moved around as he settles into the shop.

Dan picked up his first Model A Ford at a local yard sale. Kris, his wife, wanted him to take her to it and Dan was apprehensive. It was a three day sale and it was getting to the end for the third day – for sure everything good would be gone. But he found a 1930 Fordor and bought it. It became his first restoration and when Dan was done he sold it to people from Oklahoma.

Over the years Dan has owned about 10 Model A's that he has restored and he has restored about another 15. In addition to the restorations he has done repairs on countless others. While we were at his shop to interview him we were amazed at the number of phone calls to bring cars over, get some advice, find a part or pass along intelligence on who is selling a car. He even had someone drop in and introduce themselves and discuss Model A with him.

Dan joined the Beehive A's in the early 1980's and served as president in 2007. He says he enjoys the comradery of the group, likes seeing all the cars and sharing knowledge with the members.



Facebook Beehive Model A's

Dan has developed a liking for the 1931 slant window cars that were only made for a few months. He tells me they are the transition car to the Ford Model B.

He has a Fordor Town Sedan with a Ford Mustang V-6 engine and a C-4 automatic transmission in it. This car is his wife's and is a thing of beauty, right down to the hard to find bud vases in the back. Looking in the engine compartment it's amazing to see how Dan put together the steering linkage. Dan runs 16 inch modern style wide tires on it and it gives it a very low and powerful stance. This car came to Dan through a sale from a little town outside Seattle, WA.



His car is a '31 Cabriolet (slant window of course). This one has a flat head four cylinder in it, but that's about all that's stock under the hood. He has a high compression head on the engine and twin Webber downdraft carburetors. He bought this one out of Murray, UT and it was in parts and they were scattered everywhere. He made four trips down to pick up all the parts as they found them. The Ford model number for it is 68-C and many of the parts are unique to that specific model. Given the short production time for the model, parts are difficult to find. Dan made many of them and had a few others manufactured to complete the restoration. It has leather seats and Dan



installed seat heaters in them. It also has a passenger compartment heater installed.



Probably the most fun would be his Doodle Bug. He chopped and narrowed it and turned it into a snow plow. He says there are lots of honks, waves and smiles when he breaks it out on a snowy day.



Lots of cars, many of them Model A's have come and gone at Dan's house. He had a '29 pickup for a bit and recalls, "it was quite a mess". The one that he wishes he still had is a '31 Sports Coupe.

He recommends having a good set of tools in the car including wrenches, socket set, screw drivers and an electric test light. For parts he thinks it's wise to carry a carburetor, distributor (both should be tested on the car first), a set of points, a condenser and fuses.

He also cautions to ensure the fluids are up and keep the tire pressure up also.

To keep our cars running strongly he says to change the oil between 500 and 600 miles and add 4 oz of zinc to the oil. He uses a straight 30 wgt. He recommends lubing the chassis once a year and running ethanol free gasoline. If you're buying a new car he says it pays to drop the oil pan, remove the dip tray and clean out the sludge before running it.

The Beehive A's has some very knowledgeable members and Dan is right at the top of the list with a few others. We have had the pleasure of spending time with him working on some of our cars and it's been time we'll never forget. Dan provides some advice and lets us tackle it. While one of us was under the car and one of us was outside the car struggling to put in a starter, Dan pointed out that he does those by himself and further pointed out that if he'd been doing it alone it would be done by now. It gave us a laugh as he teased us. As I struggled with installing a pitman arm Dan asked me to slide out from under the truck. Under he went and he said, "Watch." I watched as he spread the arm with a chisel and slipped it right on the steering shaft. We watched carefully so we could learn as he helped us with the tasks we struggled with, and watching him work was like Magic!

## Long Range Calendar

Date/Time	Event	Location
May 10 7:00 PM	Meeting	625 S 1200 W Marriott Slaterville City
<del>May 14-15</del>	<del>UVU Car Show and Swap Meet</del>	<del>U.V.U. (CANCELLED)</del>
May 16	Jelsco Car Show	Harrisville, UT
May 21-23	Good Guys Salt Lake Nationals	Utah Fair Park
May 25	Garage Grill Cruise Night	Draper
May 26	Burger Stop Cruise Night	Layton
May 27	Valley Fair Cruise Night	Salt Lake
June 2	Jordan Landing Free Cruise	Jordan Landing
June 5	Malad Car Show	Malad, ID
June 6	Picnic in the Park	Roy City Municipal Park
June 14	Meeting	5568 S Adams Avenue Washington Terrace, UT
June 19	Sounds of Freedom Car Show	Layton Commons Park
June 22	Garage Grill Cruise Night	Draper
June 23	Burger Stop Cruise Night	Layton
June 24	Valley Fair Cruise Night	Salt Lake
June 26	Heritage Days Car Show	Syracuse
June 26	Back to the 50s	Heber City
July 1	Cache Valley Cruise In	Cache County Fairgrounds
July 4	Flaming Gorge Resort Car Show	Dutch John
July 7	Jordan Landing Cruise Night	West Jordan
July 10	Angels in the Park Car Show	Copperton
July 12	Meeting	5568 S Adams Avenue Washington Terrace, UT
July 16	Advance Auto Parts Car Show	Ogden
July 22	Valley Fair Cruise Night	West Valley City

July 24	Annual Car Show Junkie	Kamas
August 7	Evanston Car Show	Evanston, WY
August 14	Under the Stars Car Show	Sunset City Park
August 28	Copperton City Town Days	Copperton City

## Any Items of Interest

### Classic Car Auction

The Beehive A's attended the 6<sup>th</sup> Annual Salt Lake City Classic Car Auction on May 1 at Thanksgiving Point in Lehi.

This was an opportunity for us to see some very nice cars and bring some income into the Club by driving the cars onto the auction block. We had nearly 20 members show up to drive. Rudy Eilander and Doug Jenkins served as Captains for the crew. Everyone got a chance to drive some very interesting cars and see all of the cars cross the auction block. Some of us even got to puzzle out how to get some started and get them moving forward. A few didn't want to start and were towed by the event's golf cars.

All in all a great event and a good day for those attending. And the Club got a bit of a financial boost, too.



Beehive A's Captains strategize while the owner attempts to get his pride and joy to start.

## Tech Corner

### MODEL A COOLANTS

Coolant as we know it didn't exist 80 years ago. The additives found in modern coolants had not been invented yet. Cars back then, including the Ford Model A, had liquid cooled internal combustion engines much like modern cars, so what did people use to cool their engines? They had three options:

#### Water

Yes, one of the world's most abundant resources was regularly used to cool engines during the Great Depression. However, water wasn't an ideal coolant because the minerals and compounds it carried would corrode parts within the engine. Distilled water was a better solution, as it has no minerals, but it still caused rust and would freeze in freezing temperatures.

#### Water Mixed With Alcohol Solutions

To keep the water from freezing, people would mix it with alcohol before pouring it into their Model A. However, it wasn't a perfect solution because alcohol evaporates quickly. The original Model A radiator was not pressurized. That means that air would be expelled or drawn into the radiator as it heated and cooled. This accelerates evaporation. People had to replace the coolant at least several times in the winter. Also, alcohol was difficult to find during prohibition. Some people tried to combat these problems by adding kerosene to water. But kerosene is a powerful solvent, could damage gaskets and hoses over time.

#### Water Mixed With Glycerine

Another antifreeze solution Model A owners used back in the old days was water mixed with Glycerine (known to us today as Ethylene Glycol). This mixture didn't evaporate or rust out the engine, but it gummed up the radiator. People dealt with this problem by draining the mixture in the spring and not putting a fresh batch in until the following winter season.

*Can Today's Model A Owners Use Modern Coolant?*

If you're one of the lucky folks who own a Model A, you are no longer limited to the options we listed above. Of course, more efficient ways to cool engines have been invented in the past 80 years. You can use modern coolant in Model A engines. However, avoid all Propylene Glycol Organic Acid Tech (OAT), HOAT, and NOAT products. The acidic organic compounds in these types of antifreezes will damage your Model A's gaskets and hoses.

### *The Evolution of Coolant*

It's clear that coolant has evolved so much over the years. Modern coolant is leaps and bounds better than the coolant solutions people used in the 1930s. But, it still needs to be changed every 50K-100K miles. It's the best way to maximize the lifespan and efficiency of the cooling system, including the water pump.

### MODEL A MOTOR OIL

If you were to ask 10 Model A experts what oil should be used in your Model A you would likely get 10 different answers. Older engines are different than modern engines, so their oil needs are a little different too. Older engines (pre-1990s) need oil with higher levels of zinc and phosphorus to act as anti-wear agents that newer cars don't want, since too much of those additives will mess with modern catalytic converters and emission systems. Also, modern engines have tighter tolerances, so they are now using oils that are too thin for old cars.

Oils that have been tested by the American Petroleum Institute (API) have a rating "donut" on the back of the bottle. You can read the codes in the donut to see if the oil is what you want. The photo below has a donut that reads "API Service SM", which is higher than the preferred maximum rating of SJ that we want for the Model A. We can also use some diesel oils because Diesel engines have the same additive needs as our Model A engines.



80% of engine wear comes from dry starts, so you really want that extra stickiness to keep the oil on the parts where it belongs.

### **What you want:**

- Straight 40 weight oil (SAE 40)
- Rated no higher than SJ (SC is lower, SM is higher)
- Detergent Oil (to get rid of sludge)
- Diesel Oils rated no higher than CI-4 (CJ-4 is higher)
- ZDDP additive (zinc & phosphorous for anti-wear, oils rated higher than SJ or CI-4 do not have enough ZDDP)

### **What you DON'T want:**

- Oil without an API rating donut (like from the dollar store), unless it has all the properties in the above "Want List"
- SA or SB rated oil
- Multi-Viscosity
- Synthetics
- Non-detergent
- Diesel Oil rated CJ-4 and higher

Thanks to Rick Berry for the above Tech Corner articles!

## Member Sales Corner

### 21 Inch Wheels

Marvin Thurn has six 21 inch wheels (fits 28 or 29) for sale. Asking \$125.00 each. Contact Marvin at 801-624-0701



### 1957 Ford Thunderbird

Estate Sale. Beautiful Ford Colonial White T-Bird in exceptional condition. No damage history. Original car with 312 cubic inch V-8 engine, automatic transmission, power assist brakes and steering, cassette radio, etc. Authentic spoke wheels. Port hole window top. Always garaged. No rust ever. Car cover included. 105,703 miles. Located in Fruit Heights, UT. Serious offers only, please. Telephone 801 513 0327.

### 1930 Cabriolet

New motor, transmission, front springs and modern shocks. Upgrades include cast brake drums and a Mitchell overdrive. \$15,000. Contact Dennis at 801-510-5837.



### 1929 Roadster

1929 Ford Model A Roadster, rumble seat. Brown with black fenders, this is an older restoration and needs the soft top replaced. Nice car! Asking \$15,000.00. Contact Randy Ropelato 801-731-3980.

