



# Rumble Seat Review

August 2021



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

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Steve Sessions with his 1929 Closed Cab Pickup in Washington  
Blue



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

## President's Message

### Dennis Thompson

Thanks to Rudy for covering me in the July meeting. I am grateful that we as a club have officers and members that will cover others during an absence like that. Also, thanks to Roy Van Orman for presenting information on Model A wheels. I would like to have been there to hear this information.



The Ogden Parade on the 24<sup>th</sup> of July was a success and surprisingly enough it was a very nice morning. Lunch afterwards was also good at Golden Corral with an estimated headcount of 42 people. It is refreshing to see this after all the social confinement in the last year.

The Stags car show on the 31<sup>st</sup> was also nice and casual. The club was well represented with at least 14 cars in the show. There could have been more but I believe there were people coming and going throughout the day. I had a wonderful day visiting with people there.

Looking forward to meetings and tours in August. If you know of any activities that the club could be involved in, let us know. I'm always up for something new.

Dennis

## Next Meeting

Monday, August 9, 2021 7:00 PM  
Pleasant Valley Library  
5568 S Adams Avenue  
Washington Terrace, UT 84405  
Ford History – Henry Dominguez

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## 2021 Dues

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

## Past Events

### JULY MEETING

The July meeting was held at the Pleasant Valley Library in Washington Terrace. President Thompson was out of town and Rudy Eilander conducted the meeting.

We discussed upcoming events which included:

- July 24<sup>th</sup> Ogden Pioneer Day Parade.
- Stags Open House, July 30<sup>th</sup>.
- Poker Run, August 1<sup>st</sup>.
- South Weber Classic Car Show  
August 7, 12:30 to 3:00  
1375 East Lester Drive, South Weber  
Contact Kallen Kerr at [kallenkerr@comcast.net](mailto:kallenkerr@comcast.net)
- Speed Week, August 11-13  
Contact Clay Pitkin

We have been invited by the Utah Valley A's to go to Helper, Utah to tour of nine-mile canyon. More information will be available as plans are solidified.

Eccles Art Center in Ogden has contacted us and is requesting cars for an event on August 28<sup>th</sup>. More information to follow.

The long anticipated Weber State University Open House will be held on September 17, 2021. More information to follow.

Randy Ropelato reported on the Syracuse Car Show. Of the seven awards presented Beehive A members won five of them. Three to Model A's and two to other classic cars. Three of the Model A's that won were pickup trucks. Eldon Flinder's Coupe won the participant's choice award.

Heidi Pitkin entered her Model A in the Clinton City Heritage Days Car Show on July 10<sup>th</sup> and won the Mayor's choice award.



Barbara Berry's Fordor also won an award at the Cherry Day's Car Show on July 3<sup>rd</sup> in North Ogden.

Clay Pitkin took the floor and discussed the need for additional volunteerism amongst the members. He asked everyone to consider running for office in the upcoming elections and to assist with the meeting refreshments. There was a discussion on the refreshments centering on prior decisions made to fund the monthly refreshments though the meeting raffle. It was agreed that refreshments would be funded by the raffle if whoever brings them would like to have them reimbursed.

He asked the members to also assist with tech tip presentations. They can be as simple as explaining issues they had with their cars and how they solved them.

Next year is the Beehive A's 40<sup>th</sup> anniversary. The presidency would like to get photos and hold a celebration on Charter Day, October 28<sup>th</sup>. Charter members who are still with us include Randy Christiansen and Ray Wheelwright. If I missed anyone please let me know!

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Russ Baker reported on the Wallsberg show and stated it was the best one ever. Next year they are considering doing flat head runs and having cycle carts run.

Roy Van Orman provided a presentation on wheels covering how to identify good wheels and how to refinish them.

Rick and Barbara Berry provided refreshments at the meeting, Mike Nichols agreed to provide them at the August meeting.

Our August meeting will again be held at the Pleasant Valley Library in Washington Terrace with Henry Dominguez covering Ford history.

## New Members

Matt Yates, North Ogden – '30 Tudor Sedan

Gordon and Doris Oram, Taylor – '30 Coupe

Ron Lucero – '30 Closed Cab Pickup

Tom Woods, Plain City – '29 Modified Survivor, '30

Tudor, 31 Pickup

## Member/Car Profile

### STEVE SESSIONS

The Syracuse Car Show brought out a lot of nice cars. One of the nicest was a 1929 closed cab truck painted Washington Blue. Checking around a bit we learned that truck belonged to Steve Sessions. He had bought it from his uncle who used it as a farm truck in Davis County.

Steve's uncle may have bought that truck new in early 1930. Steve has the original title (framed with pictures of the



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truck before and during restoration). The title was issued in 1934, but in those days it was common for states to not issue titles until the car was completely paid off, so that may be the original.

Originally, the truck was Moss Green, like many of the 28-29 trucks. What is interesting about it is that it has many 1930 items on it. The steering column and steering wheel are all 1930 style and the front bumper was also 1930/31. But it's definitely titled as a 1929. Steve even has the last registration from his uncle attached to the steering column.



The truck was a farm truck and was treated like one. It hauled stuff around the farm and Steve recalls going with his uncle in it to take fruit to the fruit market in Salt Lake City. No freeways then, but they did take highway 89

down and back and would stop at Slim Olsen's in Bountiful to get gasoline. The farm use was hard on it and when Steve got it in 1977 there was a lot of work needed to restore it.

Not a lot of information was available when Steve did the restoration. He put it in his garage and started

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taking it apart one piece at a time and logged every piece in a notebook. When he got to the rear spring pack he found it really rusty and in need of attention. He decided to remove the rust, have it re-arched and paint it. To do this he needed to disassemble it. Not having a lot of information on the process he removed the shackles that hold it together and found a bolt through the top that had to come out. He slowly took it apart and when he got to the bottom the springs went everywhere. He knows he is lucky not to have been hurt and learned a valuable lesson.

Steve is an electrician and had his own business employing his grandsons. He nosed around and located a fellow with a business in the Freeport Center who did sandblasting. He worked out some trades for electrical work and got the frame sandblasted. He took the parts out one at a time and had the body work and paint done. He went a bit non-traditional by painting it Washington Blue. He slowly assembled the truck over five years. In the end it turned out fantastic. He had the original engine rebuilt and it carries the original matching serial number. Around the time the truck was done Steve joined the Beehive A's (about 1983).

Looking at the before, during and after pictures – it was a lot of work, but the results are amazing.

The 1928 and 1929 trucks are notoriously cramped and Steve always admired the Fordors in the club. When one became available he bought it. It's a 1931 Slant Window. He really enjoys it. It's been modified to have Chevrolet style louvers in the sides of the hood and it really sets the car off. The car had a gremlin



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in it that made it run rough and Eldon Flinders and he determined the distributor bushings were worn, causing erratic ignition. Once they got that fixed, it runs like a dream.

Steve has done a lot of touring in both cars and recalls a trip from West Yellowstone to home in Clinton in the truck. It took about 12 or 13 hours and he recalls telling his wife at the end that he never wanted to see the inside of a Model A again.

When touring he carries a spare carburetor and distributor. For oil he prefers 10-30W.

Steve really enjoys his A's. As time has gone by he is not able to drive them as much as he would like. He remarked that this year will be the first Pioneer Day Parade he will miss. We missed him at the parade, too.

## Long Range Calendar

Date/Time	Event	Location
August 6	Heiner's Insurance Show	Kirt's Drive Inn, North Ogden
August 7	Evanston Car Show	Evanston, WY
August 7	12 <sup>th</sup> Annual Roy Days	West Park, 4800 S 2900 W, Roy
August 7	South Weber Car Show	South Weber Main Park
<b>August 9</b>	<b>Meeting</b>	<b>5568 S Adams Avenue Washington Terrace, UT</b>
August 9	North Ogden Cruise Night	Kirt's Drive-In, North Ogden
August 11-13	Speed Week Clay Pitkin will have a pit there	Bonneville Salt Flats
August 14	Under the Stars Car Show	Sunset City Park
August 15	Hobble Creek Car Show	Rotary Park, Springville
August 21	Darren Bideaux Car Show	Ogden
August 28	RC Willey Car Show	Layton
August 28	Copperton City Town Days	Copperton City
September 4	Willard City Car Show	Willard City Park

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September 11	Peach Days Car Show	Brigham City
September 17	Weber State Open House	Layton
<b>September 13</b>	<b>Meeting</b>	<b>5568 S Adams Avenue Washington Terrace, UT</b>
September 18	Advance Auto Car Show	Riverdale
October 1	25th Street Car Show	Ogden

## Items of Interest

### PIONEER DAYS PARADE



The Beehive A's knocked it out of the park at the Ogden Pioneer Day Parade. We fielded 19 cars and had nearly 50 people in attendance.



The crowd seemed to love the cars as evidenced by the cheers and all the photos they took.

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President Dennis Thompson assembled the group and held a Driver's Briefing. At the end of the briefing, Brad Pitkin, son of Heidi and Clay Pitkin, proposed to Katie Allen. She accepted his proposal. As time moves on the safe bet is they'll be looking for a nice Model A for a family car.



Many of the group met at the Golden Coral for late breakfast/lunch.



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## PARADE RESCUE

BY RON LUCERO

I recently purchased a 1930 Pickup and had it shipped from Oklahoma City, to me here in Farr West. Initially it was needing gasoline and it ran and started with no



problem. I was wanting to put it in the Ogden Pioneers Day parade with the Model A club and was excited to show off my new (old) truck to the club. The week prior to the parade the truck would not start. It was running fine and no problems up to the point to the Monday prior to the parade. Not having the full knowledge and

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or experience to get it started, I called on a trusted bank of knowledge. That knowledge was Ray Wheelwright. He came over on Tuesday to the house and we started troubleshooting. He systematically started looking at the gas line, carburetor, timing and little other things. We changed out the carburetor to make sure it was getting gas as it was supposed to, that did not get it started. He checked the plugs and gaps, but did not get it started. He started checking to see if we were getting a good spark, initially we weren't, but after more adjusting and checking things we got a good spark. Still to no avail, still no starting of the pickup. We ended the day and Ray would come back another day to see what we could do. That evening Ray called me back and he stated he had forgotten to check the points for cleanliness. He asked me to get some sand paper and clean the points.

Thursday, was the day Ray was coming over again to help start the truck. I had done as requested, I sand papered the points, and when I did that, it did sputter a bit and sounded like it wanted to start but still did not start. When Ray arrived I told him what had happened with the cleaning of the points, and it led him, "It's the points!". Ray again systematically made sure the carburetor was good, the gas line was good, and we got a good spark. Then he put in another set of points that he brought with him, he adjusted the gap, put things back together and it started. After getting it started he adjusted the timing a bit more, adjusted the carburetor and it ran great.

I was now parade ready. Thus, with Ray's help I was able to attend the Parade with the Model A Club. Thanks to Ray Wheelwright and others who helped in getting me up and running for the parade. I learned a lot again, just listening, watching and assisting to help me be a better mechanic on my 1930 Pickup. Thanks to all members for their knowledge on my road to having a great Model A pickup and willingness to help me be a better mechanic on my 1930

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Pickup. Thank you all, Ron Lucero.



Ron, thank you for your story and submission to the Newsletter!

#### STAGS CAR SHOW/OPEN HOUSE



The Stags held their annual open house/car show on Saturday, July 31<sup>st</sup> at the Plain City Park. The Beehive A's responded in force and had about 14 cars in attendance. We may have had more, with people coming and going. Thanks to Dan Johnson for taping off and reserving a shady area for us!

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## Tech Corner

### MODEL B DISTRIBUTOR CAMS

Hanging around some of the car shows and parades lets us listen to some interesting talk. One that was discussed recently at a show was the distributor cam. It seems the Model A had a distributor cam that was different from the four cylinder Model B. So, what's the difference? The B distributor cam high or lift points blend into the flats while the A cam does not. The July 1932 Ford Service Bulletin (shown below) discusses the differences and shows an engineering drawing of the two cams.

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## DISTRIBUTOR 4 CYL. Distributor Cams

The distributor cams used in the "A" and the improved 4-cylinder cars are shown in Fig. 48. Mechanics and stock men should familiarize themselves with these two cams so as to readily identify them. On the cam used in the "A" distributor the radius does not blend with the flats. On the new distributor cam the flats blend with one side of the radius.

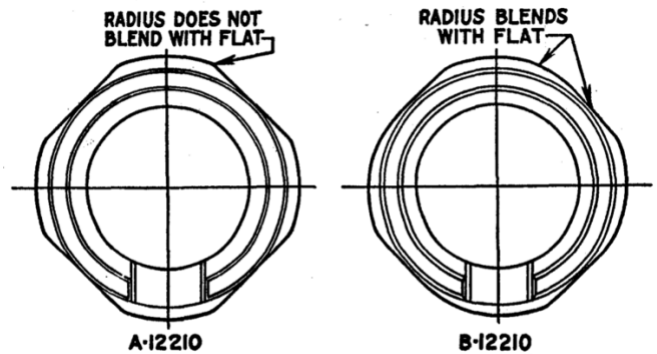


Fig. 48

Ford Service Bulletin, July 1932

You see 4 vertical lines on the B cam, and 8 lines on the A cam. The 'B' model allows for more coil saturation time.

What does this mean to us? When the points are closed the rubbing block on the points is riding on the flat of the cam. As the cam rotates to a high spot against the rubbing block the points open. The time the points remain closed is called the dwell time. With the points closed, the primary (small wire circuit) to the coil allows electricity to flow to the coil from the battery. The primary circuit creates a magnetic field or magnetic flux across the windings that charges the secondary circuit. When the points open the "amplified" electricity in the secondary circuit travels down the heavy wire in the center of the coil to the distributor cap and fires the appropriate spark plug. This happens because the primary circuit is opened by the cam which collapses the circuit in the secondary winding allowing it to flow into

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the distributor. For the magnetic field to reach its maximum strength and be stable in older design coils like we use in our A's takes about 4 milliseconds. Therefore we need 4 milliseconds of dwell time to adequately charge the coil. How much dwell time we get depends on the angle of rotation of the cam lobes while the points are in the closed position.

An example: A crankshaft is rotating at 1,000 RPM. The distributor rotor, which rotates at half engine speed, will rotate at 500 RPM. At this speed, it will take 20 milliseconds for the distributor shaft to rotate through the 60° of dwell angle. The ignition coil requires around 4 milliseconds of charge-up time. Therefore, there is more than sufficient dwell time for the magnetic field to build up in the coil.

If the engine is rotating at 5,000 RPM, the same 60° of distributor shaft rotation will only take 4 milliseconds, which is exactly the right amount of time to charge the coil with a maximum strength magnetic field. If the engine rotates any faster than this, there will be insufficient time to fully charge the ignition coil, which will result in reduced energy in the magnetic field and reduced voltage being delivered to the spark plugs.

So what about our A's? Published data says we get 40 horse power at 2200 RPMs. Searching for a max RPM came up with 2800 RPM, this number can't be confirmed, but even if we get a bit more than that we're still well under the 5,000 RPM needed to push the dwell time provided by the Model A distributor cam out of the correct range. The B cam keeps the points CLOSED longer than the A (more dwell). Does it matter with our A's? Probably not, but it seems like the vendors no longer supply an A distributor cam and only supply a B cam. Either will work and, unless you have a heavily modified engine running at high RPM, there doesn't appear to be any advantage to the B cam.

The most important thing with a distributor cam is that the lobes are all precisely the same height and that the

surface is extremely smooth. If you have an A cam that meets those criteria or that can be polished up it will work.

Happy wrenching,

The Youngberg Brothers (Dirk, Shawn and Kevin)

## Member Sales Corner



### 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 \$14,500.00. Contact Randy Ropelato 801-731-3980.

## Sponsor Ads



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