



# Rumbleseat Review

February 2019



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

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### A message from your Prez:

Well, I have some bad news and some good news! The bad news is another month has gone by, overnight it seems like. Where did it go? The good news is we are a month closer to SPRING, and it will be here in no time! I hope everyone is getting their winter Model A repairs or projects done and ready for some spring, summer, and fall fun!! I hope everyone can make the February and March club meeting's, for we have a couple of great speaker presentations planned. DON'T MISS OUT!! So come out, get out and socialize! See everyone at the February meeting!!

Your Prez: Randy "Rope"



### Clunker Clatter

Many thanks to Dean Murray as each member received a calendar produced by Dean with our A's pictured therein as taken at his backyard BBQ this past September. Sec./Treas. Jim Brown has changed the password to get into the member section of our website. Ask him or ask around for the new password. Ray Wheelwright gave the tech talk about the tools that came with the Model A when it was purchased. Rudi/Karen Eilander brought an early 1928-1929 set, Randy Christiansen a 1930's set, and Ray the later 30-31 set to demonstrate the differences in tool sets. Ray Wheelwright rebuilt the steering gear box for new

member Dave Witherby who has a 1931 all steel wide bed truck. Many kudos goes to Dennis Thompson for attempting to get a swap meet going here in Ogden these past four years. The project never took root, as it could not gain the needed walking legs. Not enough buyers for the parts offered and not enough sellers with the right stuff for the few buyers present. Randy Christiansen and Dave Spinden drove their A's in the dark to our club meeting.

### **Treasurer's Report by Jim Brown Sec./Treas.**

January 17, 2019. This past year, the Beehive A's took in just more than \$3000. Dues brought in a thousand dollars, as did the Maddox Banquet. Parade and show income was \$500, and the Raffles brought in another \$250.

We spent \$4000. The largest outlay was for Banquet expense, with \$2200 going to Maddox. Prizes amounted to another \$330. Tour food was the next largest outlay, amounting to \$850. We also paid \$250 for a portion of 2017 Tour food, which wasn't submitted until January of 2018.

Our net loss for the year, not counting the 2017 Tour food, was \$740. Our Income and Expense Report is located on the Members page of our web site.

Although we aren't in trouble, we need to stop the downward trend. It seems that the easiest way will be to reduce the tour food cost, by billing tour participants for a portion of the cost. We could also raise the contribution of Banquet food cost from our current \$15 a plate, but this may not be necessary.

Another way to stop the downward trend is to obtain club sponsors. Our President is pursuing this avenue, more information on this soon. At our January club meeting, 3 Bylaw Amendments were approved by the members present. Included were two references to "he/she" to replace "he", and a reference to membership in MAFCA as being "encouraged", instead of "required", in order to be members of the Beehive Model A's. These changes are incorporated into the Bylaws document, on the Home Page of our web site.

Our membership roster, located on our web site Members page, now includes 47 paid members for 2019.

We are in good shape financially, with due consideration to the points made above. Let's have a fun year, with tours, parades, shows and plenty of Model A driving!



### Sue Mitchell passes

Many of you Beehive gents have a Mitchell transmission installed in your 'A', so this news may be of interest to you.

Mary "Sue" Mitchell of Colusa, California passed away this past Thanksgiving at 86 years of age. Sue was preceded in death by her husband Glenn. She is survived by her son Stephen and daughters Kathryn and Susanna.

"Sue" worked most every day at the Mfg shop with her son to become the voice of Mitchell Manufacturing, the Model A Ford overdrive and synchronized Model A transmission manufacturing company that she and her husband started in 1970. Son Steve worked side by side with his mom and will continue to operate Mitchell Manufacturing in the same quality fashion as has been the Mitchell tradition. She interacted with the Model A enthusiasts all over the world with a cheerful voice and helpful attitude.

Tom Clarke first met Sue Mitchell back in 1999 at the Turlock Swap Meet and enjoyed conversations and a friendship with her every year since then. Mitchell Manufacturing has donated several Ez-Check oil kits and oil seal kits to the club over the years as items for the raffle at our Christmas parties.

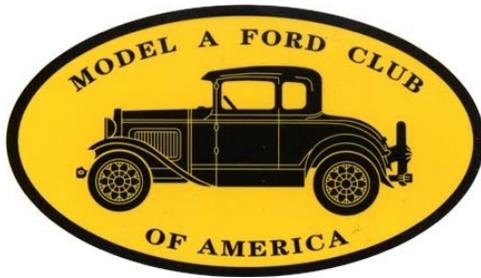


<b>Beehive A's Northern Utah</b>	
<b>2019 Officers</b>	<b>MAFCA</b>
<b>President:</b> Randy Ropelato	801-731-3980
<b>Vice Pres.:</b> Craig Berry	801-540-1174
<b>Pres. Elect:</b> Rick Berry	801-645-8482
<b>Sec./Treas.:</b> Jim Brown	801-497-6594
<b>Newsletter:</b> Rich Kotter	801-782-4886
<b>MAFCA Club Reporter:</b>	
Randy Christiansen	801-452-3392

#### \*\*\*Club Meeting\*\*\*

February 11 7:00 p.m.  
Pleasant Valley Library  
5568 S. Adams Ave.  
Washington Terrace





## Talk from MAFCA

### *Oil or Grease?*



## Well, that's too long.

You've been in the garage too long when every tool you own is out of your toolbox and on the bench or the floor.

You've been in the garage too long when you do the same job twice . . . or maybe three times . . . and do it wrong each time.

You've been in the garage too long when you cut your finger and it doesn't even bleed through the grease.

You've been in the garage too long when your wife tells you that the kids are gone for the afternoon and you keep working on the "A."

## Jim's technical tip

by Jim Cannon,

### Oil vs. Grease -- What's the Difference?

We pour oil into the engine, transmission, differential and steering gear box. We use grease on the chassis, in all the "grease fittings", and we pack our wheel bearings with grease. Have you ever wondered what the difference is between these two? I have.

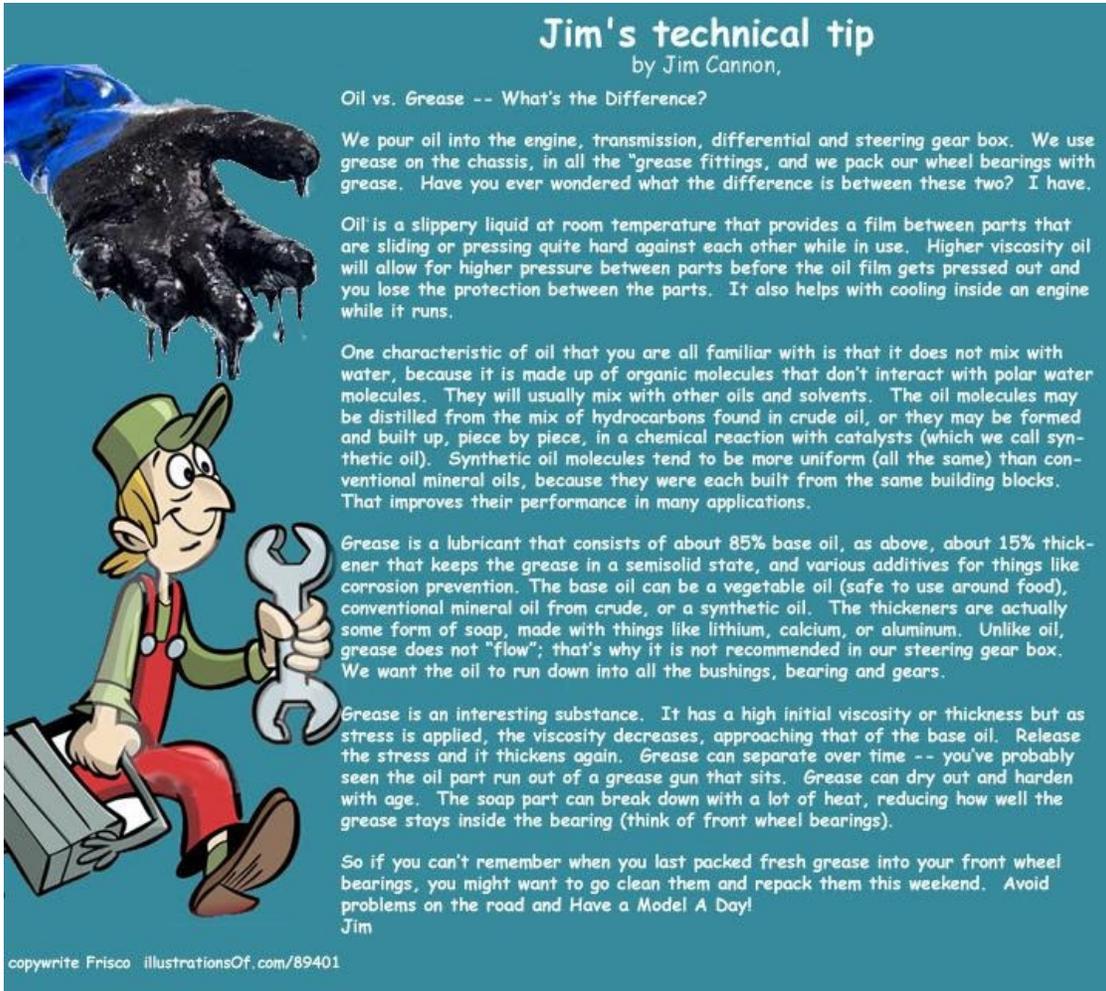
Oil is a slippery liquid at room temperature that provides a film between parts that are sliding or pressing quite hard against each other while in use. Higher viscosity oil will allow for higher pressure between parts before the oil film gets pressed out and you lose the protection between the parts. It also helps with cooling inside an engine while it runs.

One characteristic of oil that you are all familiar with is that it does not mix with water, because it is made up of organic molecules that don't interact with polar water molecules. They will usually mix with other oils and solvents. The oil molecules may be distilled from the mix of hydrocarbons found in crude oil, or they may be formed and built up, piece by piece, in a chemical reaction with catalysts (which we call synthetic oil). Synthetic oil molecules tend to be more uniform (all the same) than conventional mineral oils, because they were each built from the same building blocks. That improves their performance in many applications.

Grease is a lubricant that consists of about 85% base oil, as above, about 15% thickener that keeps the grease in a semisolid state, and various additives for things like corrosion prevention. The base oil can be a vegetable oil (safe to use around food), conventional mineral oil from crude, or a synthetic oil. The thickeners are actually some form of soap, made with things like lithium, calcium, or aluminum. Unlike oil, grease does not "flow"; that's why it is not recommended in our steering gear box. We want the oil to run down into all the bushings, bearing and gears.

Grease is an interesting substance. It has a high initial viscosity or thickness but as stress is applied, the viscosity decreases, approaching that of the base oil. Release the stress and it thickens again. Grease can separate over time -- you've probably seen the oil part run out of a grease gun that sits. Grease can dry out and harden with age. The soap part can break down with a lot of heat, reducing how well the grease stays inside the bearing (think of front wheel bearings).

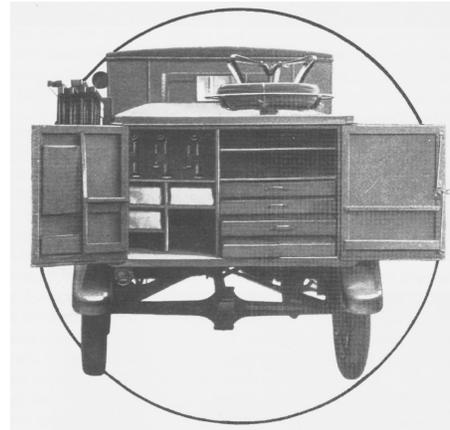
So if you can't remember when you last packed fresh grease into your front wheel bearings, you might want to go clean them and repack them this weekend. Avoid problems on the road and Have a Model A Day!  
Jim



*The Evolution of the Chuck Wagon*



*Plus Chuck's Wagon*



**PS/Quote:** Driving a brand-new car feels like riding around in an open billfold with the dollars flapping by your ears as they fly out the window.

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