

BEEHIVE A's Rumble Seat Review

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NORTHERN UTAH



October 2025

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



Message from the Board

WHO KNEW?

The year is winding down fast! By the time of our next meeting, the month will be almost half over! Then Halloween, then Thanksgiving, then Christmas!

But we still have things to do in the club. For example, we are planning a tour to the local and long-time attraction, Chrystal Hot Springs, in November.

Long before written history, the valley surrounding Crystal Hot Springs was home to more than 450 generations of Native Americans. According to Dr. Steve Simms, Professor of Anthropology and Archaeology at Utah State University, this sacred site was a gathering place for the North Shoshone-Bannock people, who returned each year to celebrate, share stories, and honor their ancestors.

When Chinese railroad workers arrived in the 19th century, they followed the natives' example—building cedar tubs to soak in the mineral-rich waters after grueling days of labor. Later came pioneers, including Abraham Hunsaker, a beekeeper and farmer who founded the nearby town of Honeyville and served as its first mayor.

The springs entered the modern era in 1901, when they became a business known as Madsen Hot Springs. The first pool, gravity-fed and enclosed, welcomed visitors—many of whom rented their swimsuits upon arrival. After a lightning strike destroyed the original bathhouse in 1937, a new lodge was built.

During World War II, the springs became a sanctuary of healing. Under a program initiated by President Franklin D. Roosevelt, hundreds of buses brought wounded soldiers to Crystal Hot Springs, where the soothing waters aided in their recovery.

Roosevelt, who had polio, would do the same thing at Warm Springs, Georgia. His good friend, Edsel Ford, contributed significantly to the up-keep of that facility.

We will not be going the springs specifically to enjoy the warm waters, but we'll end up there after taking an enjoyable tour. The exact route is still being worked out.

Keep 'em running....

Henry Dominguez, Editor

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Cover photo: Where these two police officers hail from is unknown, but it's obviously cold there. Either that, or they need that cold weather gear when driving their beautiful (and apparently new), 1928 or 1929 Model A roadster police car. (Editor's photo)

Next Meeting:

Monday, October 13, 2025 at 7:00 PM

Pleasant Valley Library

5568 South Adams Ave
Washington Terrace, Utah

OCTOBER BIRTHDAYS

Rudy Eilander
Holly Jenkins
Judy Butterfield
Rosanne Johnson
Doris Curtis

TREATS for 2025

October	Bill & Lisi Wiser
November	Clay & Heidi Pitkin

CARS & PARTS FOR SALE

Kevin Fielding has the following parts and equipment for sale:

Five (5) 19-inch Firestone whitewall tires, still have tread, some more than others. Perfect for rollers or one would be good for a spare. \$100 or offer for all 5.

KRW Combination Machine for line-boring Model T and Model A blocks. Have lots of extras, also have a KRW engine stand head; original stand missing, but is welded on a 4-wheel frame. Make me an offer.

Ford Model A shocks, complete set of four shocks completely rebuilt, (not sure by whom), four shock arms, and the tubular links. Everything brand new, shocks are a little oily but still in the shipping bags, \$1000, or best offer.

Original 21" Ford Model A wheels, \$40 each.

Two Model A Ford horns, these were rebuilt by the late Chuck Ferrell, \$150 each,

Also have several 21" Ford Model T wheels, with 2 rear hubs and one front.

1928-29 Truck cab doors, good shape with great patina and Firestone logo, \$700 OBO for the pair.

1928-29 Warford auxiliary transmission for a AA truck. This transmission mounts behind the 3- speed Model A transmission in the same location as the Ford Dual High, \$500 OBO.

Kevin Fielding 801-726-7042

Dan Johnson has the following parts for sale:

Rebuilt "Diamond B" motor.

Couple of sets of 1930/1931 taillights, both black and stainless

Engine stand with a Model A mount

19" wire wheels

21" wire wheels

Call Dan for prices: 801-941-4834

Sam Korologos has the following parts for sale:

Later front fender brace 1930/1931, drivers side

Exhaust manifold: old, no cracks; plain, not broken

Call Sam for prices: 801-5601375

Claron Headman has a 1925 Model T for sale

Call Claron to make an appointment to see it: 801-755-8216

CARS & PARTS FOR SALE

Woody Bird Jr., who lives in Pleasant Grove, Utah, has many Model A parts for sale, such as motors, transmissions, intake and exhaust manifolds, front and rear springs, shifters, wheels, even and a Model T chassis. His phone is 385-419-8805.

Steve Nailer is liquidating cars. Please reach out to Dave Spinden for more information. His phone number is: 801-745-5327

CARS & PARTS WANTED

Marvin Thurn wants a driver's side cowl light, chrome or stainless steel. Please call Marvin if you have what he is looking for: 801-624-0701

TOUR & PARADE SCHEDULE

November 15

Chrystal Hot Springs Tour. We are working on a fall tour to this long-time, local attraction. Actually, we won't be driving there as a destination, but will end up there at the end of the tour. So, for those who want to stay and take a plunge, can do so. More details to follow.

December 9

Christmas Party
White Rose Events Center
3677 UT-126
Farr West, UT 84404
6:00 PM-9:00 PM

TECH TALK

This month's Tech Talk will be given by Mike Nichols. He will be talking about how to rebuild Model A shock absorbers.

A VISIT TO THE FABULOUS GILMORE AUTOMOBILE MUSEUM

Dennis and Jeri Thompson had long dreamed of visiting the Model A Ford Museum at the Gilmore Car Museum in Hickory Corners, Michigan. Their patience and anticipation were finally rewarded on the day of the grand opening of Phase Two of the Model A expansion. It was a journey both personal and historic — a day to remember.

The drive into rural Barry County, near Kalamazoo, carried with it a sense of pilgrimage. The Gilmore Car Museum is situated at Hickory Corners, Michigan, a small community on the west side of the state, on a 90-acre historic campus that hosts a rich automotive heritage. The Thompsons arrived just in time to witness the ribbon cut on the new wing of the Model A Museum, officially marking Phase Two's completion.

They had wanted to make this trip for years — to see in person the largest public museum in the world devoted solely to the Ford Model A. As the doors swung open on this new portion of the exhibit, they felt a mixture of excitement and reverence.

The Gilmore Car Museum is widely regarded as North America's largest automotive museum complex. It features over 400 vintage and collector vehicles across multiple themed buildings, and one of those buildings is dedicated solely to the Model A Ford. Before the expansion, it was the largest display of Model A's in the world, but Phase Two added over 8,000 square feet to the exhibit, allowing for expanded storytelling, vehicle displays, artifacts, and interpretive space.

Dennis and Jeri walked the new wing slowly, pausing by restored sedans, roadsters, delivery trucks, and spare-parts displays. The expanded gallery offered more room to breathe, better lighting, richer interpretive panels, and more context about how the Model A shaped American life in the late 1920s and early 1930s. Across the museum, they glimpsed not just cars, but the stories of families, of innovation, and of a changing nation.

When the day wound down, Dennis and Jeri lingered at the edge of the Gilmore Museum, taking in the autumn light over car silhouettes, feeling gratitude that a long-held aspiration had finally come true. The Model A Museum's Phase Two opening was not just an expansion of walls — it was a fulfillment of dreams for visitors like them, ensuring the legacy of the Model A would be preserved with even greater care and impact for generations to come.



A fabulous 1931 Cabriolet parked out front of the Model A Ford Museum.



A reconstructed 1930 gas station on the grounds of the Gilmore Museum.



Just one of the many Model As on display: a 1930 School Bus. It took members of MAFCA many years to restore this bus to perfection.



One of the many displays inside the Model A Museum is this recreated Ford dealership parts department. It is filled with all kinds of parts and products in their original containers. In among those items is the Zenith Mileage Tester that was obtained from our own Keith Painter and restored by Randy Christiansen! That is sure to put the Beehive A's on the map!



Show above are brick pavers commemorating people and organizations. The museum sells these to raise funds. At the left is a commemorative brick of our long-time Club member, the late Ed Niederhauser. At right, it was sheer coincidence that two of Utah's Model A Ford clubs were positioned so close to each other.

I Can Change My Own Oil

(A parody of the song “Flowers” by Miley Cyrus)
by Henry Dominguez

I can jack my own car up,
Check the dipstick at night.
Talk to myself for hours,
'Bout torque specs that feel right.
I can grease my own chassis,
Say things the Haynes guide won't.
Yeah, I can change my own oil,
'Cause you sure as heck don't.

I can change my own oil,
Buy filters at AutoZone.
Write my mileage on the windshield,
And tighten the plug on my own.
I can rev my engine louder,
Than a muffler shop ever shown.
Yeah, I can change my own oil,
'Cause I wrench here alone.

I didn't want to leave you, baby,
But spark plugs were turning black.
Thought I'd wait for payday, maybe,
But I can't risk a blown head crack.

Now I'll crawl under in coveralls,
With sockets and rags I trust.
Oil stains on my garage floor,
But hey—it's just patina dust.

I can change my own oil,
And rotate my tires too.
Top off coolant and washer,
Don't need a shop, just a brew.
I can torque these bolts forever,
With a breaker bar I knew.
Yeah, I can change my own oil,
Better than Jiffy Lube.

THE VERNAL TO EVANSTON TOUR

The Utah Valley Model A Club and the Beehive As recently teamed up for a scenic tour from Vernal to Evanston—a journey filled with history, fellowship, and flawless motoring. Representing the Beehive As were Dennis and Jeri Thompson, the only members from our club to make the trip.

A total of five Model As took part, meeting first in Heber City before heading east to Vernal for an overnight stay. The next day, the group continued toward Evanston, pausing in Fort Bridger for a memorable photo stop at a row of 1929 roadside cabins along the old Lincoln Highway. The owners graciously allowed the cars to park inside the cabins' garages—re-creating a scene straight out of the Model A era.

In Evanston, the travelers toured the historic Union Pacific Railroad yards and roundhouse before parting ways. The Thompsons returned via I-80, while others continued south through Mirror Lake. Altogether, the vintage Fords covered 500 miles without a hitch.

“It was a fun trip,” Dennis said.



The intrepid Model Aers stop at a scenic overlook on their way from Vernal to Evanston.
Way down below is the city of Vernal.



Front view of the “Black & Orange Cabins” at Fort Bridger, Wyoming. The owners of this historic site allowed the Model A’s to pick a cabin and park their Model A in the garage.



Back side of cabins showing the Lincoln Highway sign.



Across the parking lot from the roadside cabins is the Fort Bridger Museum .



One last stop before heading home. This is the old Union Pacific Railroad yard. The Model As are parked next to the powerhouse; the old roundhouse is out of view to the left.

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