

# BACKFIRE

January 1997

Volume 2, Issue 1

## PRESIDENT'S FAREWELL

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It's been an enjoyable year working with all of you to get the A's - R - US Chapter on its feet. The Club is well on its way to a great future, thanks to the participation of ALL of its members. No one was afraid to take on a task, whether it was volunteering their home for a meeting,



We salute John Ruppel as our FIRST PRESIDENT!

putting together a newsletter, donating snacks for a meeting, ordering T-shirts or hats, making phone calls for information on something or organizing a Club

outing. EVERYONE did SOMETHING!!

My thanks to Paul, Irv and Charlie for keeping me in line at the meetings, (letting me know when I was going into new business before old and keeping me on track).

Congratulations to our new officers....Bill, Chuck, Suellen and Charlie. If everyone gives them the same help and support we've had this past year, 97 will be even better.

Thanks again for a great, fun filled year.

John

**"The Club is well on its way to a great future."**

## A MESSAGE FROM OUR NEW PRESIDENT

### President's Message.....

I would like to wish a HAPPY NEW YEAR to all our members. With the coming of the New Year, also comes new leadership in the Club. All of our new officers will strive to promote our common hobby,

as well as encourage fellowship and derive enjoyment. We have big shoes to fill as last year's officers depart; a warm thank you to them all for a job well done.

I, and all our present officers, plan to provide the leadership and organization necessary to make our club

flourish; as any group of people is only as good as the individual people themselves. We must keep in mind that it is everyone's collective contributions that will make the A's - R - US activities informative and enjoyable. We will need your participation!.....

We want to take this opportunity to wish everyone a very HAPPY, HEALTHY, PROSPEROUS NEW YEAR.

We will strive for a most informative Newsletter but, it will take ALL of us contributing to make BACKFIRE a huge success.

Don't hesitate to call us when you have a bit of news, statements, questions or remarks. Nothing is too big or too small for BACKFIRE!

Sincerely,  
Irv & Char

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# ANNUAL CLUB BANQUET \*\*FEBRUARY 22ND

Our first Annual Club Banquet will be held at the Glenwood Oaks Restuarant in Glenwood on February 22nd.

We need the number of members attending the banquet, by our January 15th Club meeting. This count is needed to determine the cost.

Guests are welcome. Non-members attending will be required to pay full cost of dinner.

Time and details to be announced at January meeting.

If unable to attend January meeting, please call with your attendance count before January 15th.

708-258-3002 or 815-469-9063

## NEVER AGAIN!!!

Why will a man get up at the break of day?

Mess up his clothes, without any pay?

Waller in grease 'til his hair turns grey, to try to redo

an ole' "Model A"?

I guess it is love of a different kind.

But if that is love, then love sure is blind.

When I finish this ole' car, I know what I'll do.

I'm gonna' take it real easy my whole life through.

Postively no work, no old parts to sand.

Just ridin' around, and look at the land.

Lucille, pull over and stop! No, back up a way.

Yeah....you see that old phaeton

by that big stack of hay?

That ole' man's comin' out, "how y'all doin' today?"

"Say friend, how much you want, for that ole' unrestored "A"?"

By Doyle Chapman, Austin, Texas

## HAPPY BIRTHDAY CHARLENE

We want to give a great big "THANK YOU"

to Bill and Mary Ellen Seper for letting us share their home, for the December Club meeting and our Christmas party. They really put us in a holiday mood with their Christmas decorations and hospitality.

We also want to THANK the one and only SANTA for taking the time out of his busy schedule to visit us. We never did see Rudolf, he must have been deer sitting.

### ATTENTION

**The January 15th meeting will start at 7 p.m. at the DARNALL'S 30461 S. 120th Avenue Peotone**

**If directions are needed, call Irv or Char.**

**708-258-3002**

**WANTED: NEWSLETTER REPORTERS**

**FOR NEWSLETTER ARTICLES..... PLEASE CALL 708-258-3002 OR FAX 708-258-0626 ANY ARTICLES, NOTES OR ANNOUNCEMENTS BY THE FIRST WEDNESDAY OF EACH MONTH.**

## \*\*\*\*\*FOR SALE\*\*\*\*\*



**TRACTOR FOR SALE.....**

Runs well **BUT** missing **SEAT** and **STEERING WHEEL.**

(Good for someone who has **LOST THEIR BUTT AND DON'T KNOW WHICH WAY TO TURN !)**

For information, call 555-1212.

**CAR FOR SALE**

1962 T-BIRD CONVERTIBLE \$9800.00

John 815-469-9063

469-4799

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**ANTIQUÉ CEMENT MIXER**

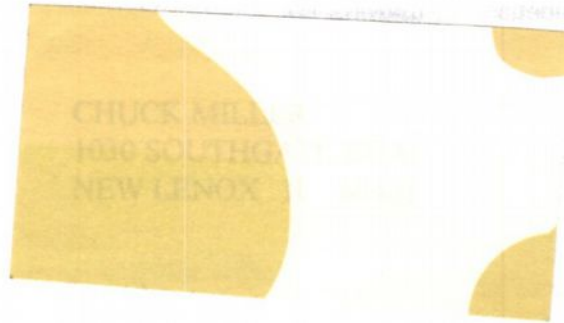
Electric motor driven \$25 FIRM

Irv 708-258-3002



# BACKFIRE

A's - R - US  
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BACKFIRE

60468-2600 07

## MODEL A TUNE-UP VIDEO AT JANUARY 15TH MEETING

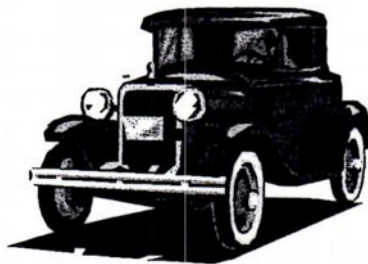
### TIP FROM RICOCHET

If the ammeter shows discharge with the engine off or at idle.

The generator cutout is probably stuck in the closed position. Tap it lightly with a screwdriver handle or a piece of wood. Sometimes it will open up. If not, disconnect the rear wire from the generator to the cut out. If this clears up the discharge condition, then replace the cutout or leave the generator wire off and connect the generator terminal to ground. This will prevent burning out the generator and you can still drive the car until the battery goes completely dead.

Note: The car can be driven with a

shorted cutout and still charge the battery, but be sure to disconnect the battery or the generator wire when the ignition switch is off, or pull the main fuse if you have one installed.



### DID YOU KNOW.....

That Ford used cutout relays from 1919 to 1938?

In 1939 Ford used voltage regulators, using vibrating contacts.

The quickest, but not the best, way to check the cutout is to place pliers across the cutout terminals and see if the dash ammeter is now registering a charge. If it is, replace the cutout. If there is still no charge, the trouble lies in the generator. The plier method is not the best because it allows battery current to surge through the generator windings which will heat up and possibly short circuit.