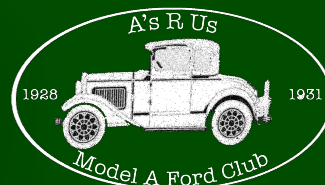


VOLUME 17

ISSUE 4

APRIL 2012

BACKFIRE



Chicago Southland Chapter, Model A Ford Club of America

<http://www.drivingthedixie.com>
<http://asrus.homestead.com>



Sorry for the late newsletter. The driving season is upon us and I can't wait. But first I have to make it thru the wedding of Sarah on June 2nd. If you don't see much of Nancy and me you will know why. So I will see you on Saturday for the drive up to Cantigy.



Header Picture:

Beecher Creamery,
Beecher IL

Phil

DIXIE HIGHWAY HERITAGE

By Jim Wright



Christian Eskilson established the Beecher Creamery in 1899. As the business grew, a modern plant was built in 1905 on Reed Street just east of the Chicago & Eastern Illinois tracks north of the rail depot in Beecher. The creamery was a major milk supplier to the residents of Chicago Heights and, in 1916, the firm changed its name to the Chicago Heights Dairy Company. In 1922, the dairy purchased the Harvey Pure Milk Company and the Matteson Heights Dairy and now served customers from Harvey to Momence all along Illinois Route 1 - the Dixie Highway. As a tribute to the highway and the communities it served, the consolidated company was incorporated as the Dixie Dairy. Dixie Dairy products and their trademark *Miss Dixie* were familiar features in many homes and schools throughout the south suburbs for decades. The Beecher plant closed in 1932 and production was moved to modern facilities in Gary, Indiana. The company remained in business until it ceased operations in 2000. After more than a decade, demolition of the vacant Gary plant started in March 2012.

Spring Shakedown Cruse – April 21st. looks like **80** cars to gather.



Our Visit

We have made reservations for private tours just for club members of the McCormick mansion and when talking to the staff at Cantigny they have promised great weather for April 21st (OK - we will see how good they really are). The only cost is a \$5 parking fee for each car and your share of the cost of lunch. Chuck is organizing the lunch. The tours are free. We have three tours of the mansion leaving on the hour (11:00, 12:00 and 1:00). Each tour can take up to 25 people.

For anyone wishing to come see model A's of all colors, and Models
in one place here are the directions

From the Southern Suburbs, take the Tri-State Tollway (I-294) North to the East-West Tollway (I-88). Go West on I-88. Exit I-88 at Winfield Road and travel North approximately 3 miles. The park entrance is on the right side of the road before Roosevelt Road (Route 38).

1S151 Winfield Road Wheaton, IL 60189 630.668.5161

We are meeting for Breakfast and will leave at 9:00AM sharp.

Country Charm Restaurant

101 Lincolnway Drive
New Lenox, IL 60451
(815) 485-3996

The Corben Ford "A" Conversion

by O. G. CORBEN

From the October 1935 issue of Popular Aviation

This is the story of the Ford "A" Engine used with such success on the Corben Super-Ace. It really is a fine looking job and runs very sweetly in flight.

TAKING for granted that there are still a couple of you readers who venture to keep up with these articles, I will dash off a few lines on this trusty invention of Mr. Underwood's and try to explain just what to do in order to convert the old Ford motor into a suitable powerplant for your Corben Super-Ace sportplane.

For those of you who have not already secured a motor to convert, I will say that any old Ford Model A motor, which you may pick up at a used car junk-yard, will be okay providing it is in fair shape. By that, I mean, there should be no cracks in the block and the cylinder walls should not be in too bad condition. Make sure that the crankshaft is not out of round, if the cylinder is out of round it should be reground and oversize pistons installed. The motor, on which we have done all of our experimenting, saw a good many thousand miles of service before it was given a few aeronautical monkey glands and hung on the front of the Super-Ace and I assure you that she is a sweet running motor despite her old age.

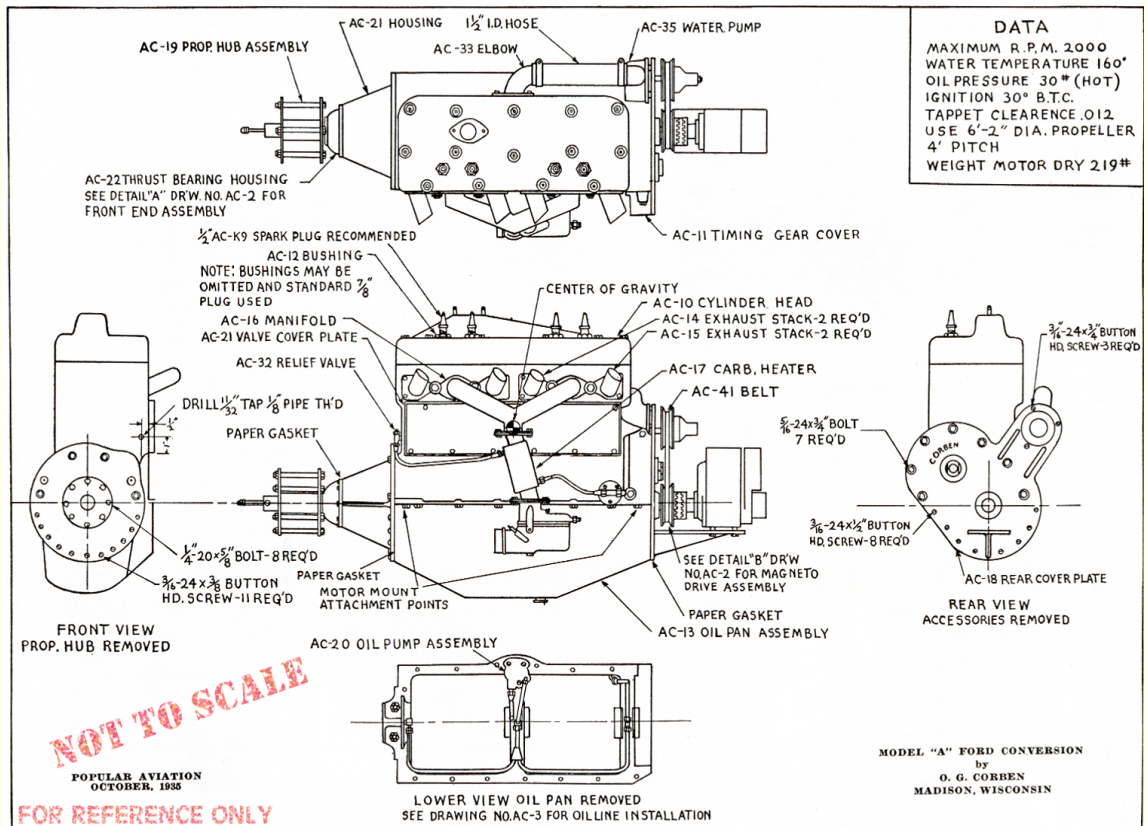
The parts taken from the original Ford motor are the block, crankshaft, camshaft, valves, timing gears, tappets, connecting rods and pistons. If you desire to have a real motor it will almost pay you to buy these parts new, from your local Ford dealer (I should get a commission after that, from Mr. Ford, however I think that he has made it possible to rig up a cheap lightplane motor so I will call it square).



I know that some of you will have several ideas which you would like to see incorporated into the motor, so that will be up to you. The plans herewith shown are the same as we have used in converting our motor which has been flown over 75 hours to date without the slightest trouble of any kind, and if the plans are carefully followed, you will have the same successful results with your motor. However, if you have any pet ideas to try out on your motor, hop to it for there is always room for improvements on any aero engine. You will note from the drawing there are quite a few special aluminum castings used in our conversion. As it would be by far too great an expense for you to have patterns made for such castings, you can buy them at reasonable prices. For further information write me in care of the Corben Sport Plane Company, Madison Airport, Madison, Wisconsin. In view of the fact that the cost to make up their own castings, etc., would run into quite an outlay of cash, we will not take up a lot of space with the details of them and give you only the dope on the assembly of the parts and plans on the regular Ford parts that require changing, such as the crankshaft, camshaft and oil system, etc.

I believe that the drawings will give you most of the details required, so it will not be necessary to cover all of them here. The crankshaft will be the most difficult part and unless you have a drill press, I think it would be best to take the shaft to a machine

shop to have the drilling and machine work done. The shaft is in case hardened and it is quite a job to drill it without the proper tools, drills, etc. The end of the shaft is machined out to receive the stub shaft which is a press fit held in place with a key. The rear of the shaft is machined to take the magneto and water pump pulley. All of this detail is clearly shown on the drawing.



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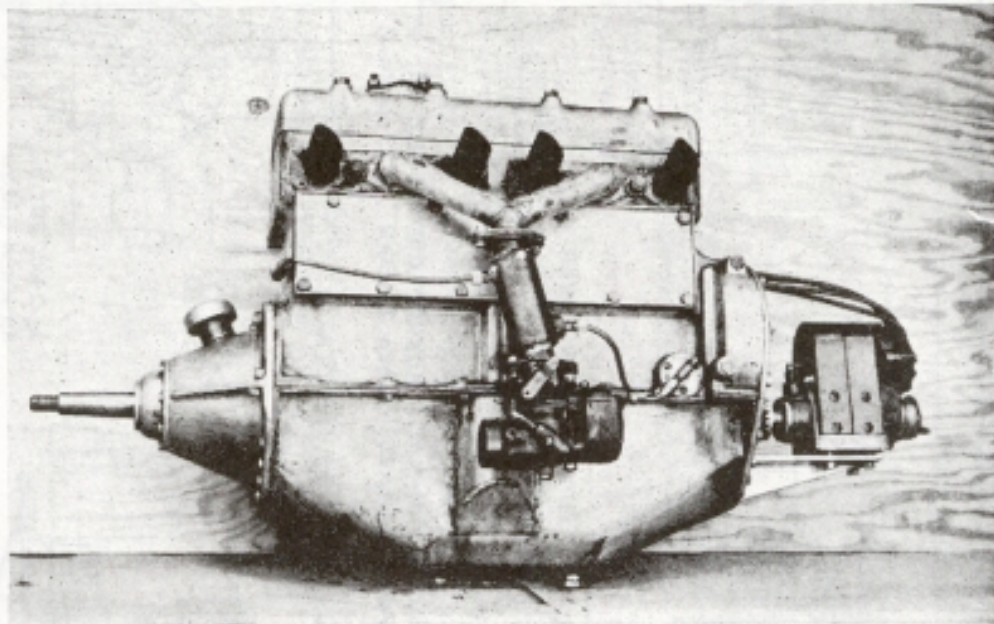
All that need be done to the camshaft is to turn off 1/8 inch of the timing gear and attach the tachshaft connection as shown.

The oil system is high-pressure to all bearings and the Ford oil-pump is replaced with a Chevrolet pump. It will be necessary to, do a little machine work on the pump shaft so it will fit into the Ford block. The reason for changing pumps is that the Ford pump must be run submerged in oil, while the Chevrolet pump is of the vane type and has better pressure for force feed. This pump may also be set up in the block, making it much easier to make up the crankcase pan. The oil is piped to the main bearings as shown and then carried to the connecting rods through the drilled holes in the crankshaft.

It is necessary to plug all holes in the connecting rod bearing caps as well as old oil holes in the main bearing top halves. You will note the oil is piped to the oil pressure relief valve located at the front of the block, the oil then flows back through the valve chamber and into the pan. We found it necessary to have some kind of heater on the manifold and after much experimenting we arrived at the oil heater shown. This saves much weight and is very efficient.

The cylinder head is of our own design and has proven out very well. It is designed to eliminate all steam pockets and is reinforced to keep from cracking under constant high speed, however, the old cast iron head may be used but will add quite a few pounds to your ship and in such a case it will be necessary to cover up all the water pump holes and use the side type pump, for we find that the regular Ford pump does not circulate the water fast enough to keep the motor cool without the use of a large radiator.

The magneto used on our motor is driven by a rubber connection which not only compensates for any misalignment of the magneto but also allows for very fine timing. The water pump as you will note, is set to one side of the motor.



The Corben conversion showing the special thrust-bearing at the left and the magneto at the right. This does not take so very much work and is a nice little powerplant.

This pump is of our own design and made of cast aluminum and will pump 45 gallons per minute which aids the cooling. The pump is driven by a V belt running from the pulley at the magneto coupling.

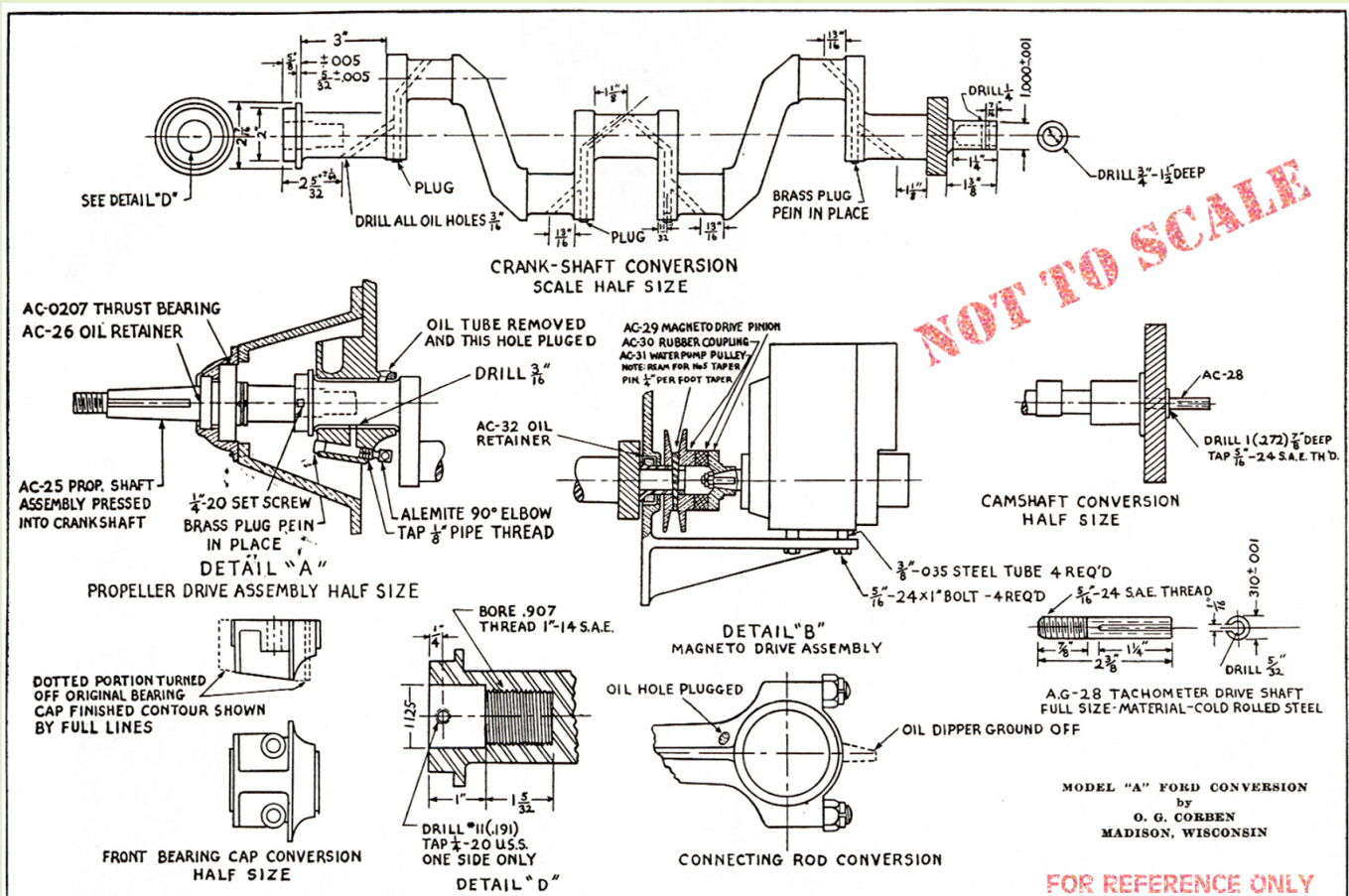
You will run into trouble trying to use the Ford type pump in the head in connection with the low radiator, so we recommend that you install the special pump.

Sheet aluminum is used for the crankcase pan. 20 gauge is used for the sides and the ends are made of 1/8 inch. The pan is formed and welded as shown after which the side is hammered out for the oil pump. Steel straps are used as flanges where the pan bolts onto the block.

The special oil relief valve is made up out of a standard Tee oil line fitting with a ball check and spring, using a screw for adjustment to obtain the proper oil pressure which is 30 pounds when the oil is warm.

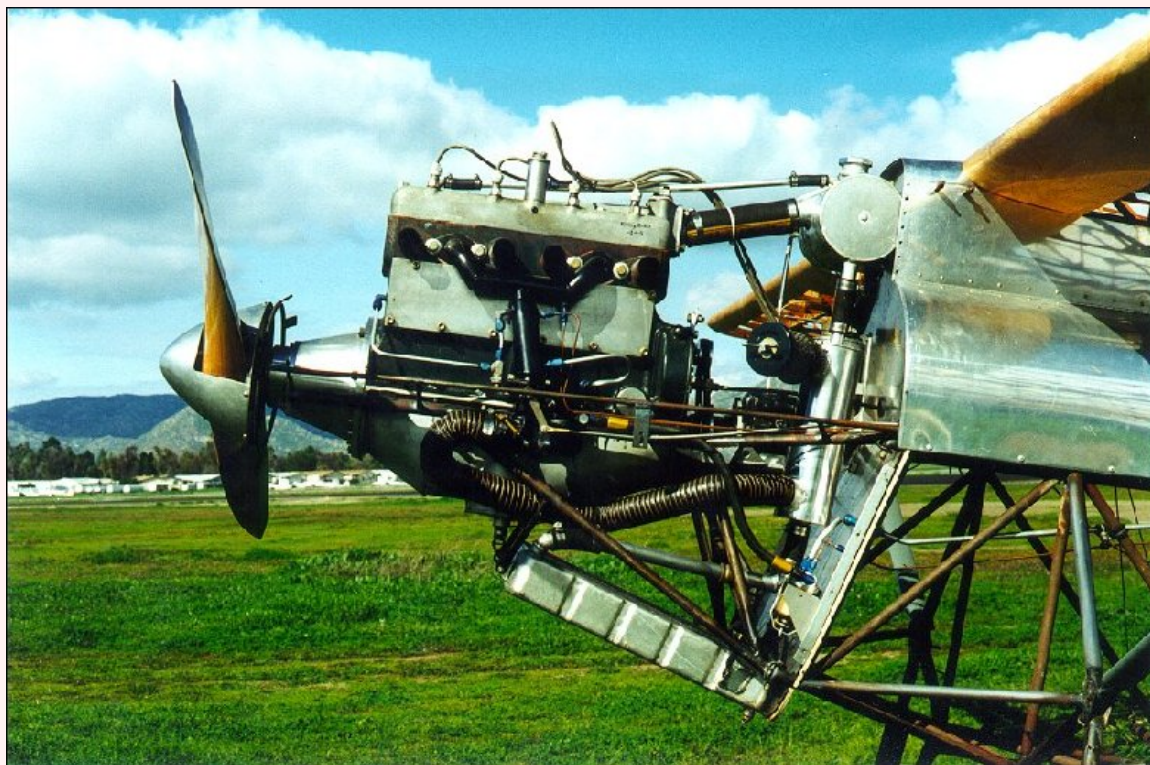
In the next and final article we will give you the last details for completing your ship and installing the motor. While you will find that our motor conversion works out well in every detail, it is possible to use a motor conversion such as used in the Pietenpol, however, these motors weigh quite a little more and it is necessary to make the proper changes in the ship for the correct balance, etc., therefore, we recommend that if at all possible, you stick to the conversion that the Super Ace was designed around.

The original drawings from Popular Aviation, October 1928.





May 8, 1932 - Corben Sport Plane Company moves from Peru, IN to 2002 East Johnson Street, Madison, WI. Mr. Louis F. Schoelkopf, a pioneer Ford automobile dealer and inventor, acquired the Madison Airport a month earlier and convinced Mr. Corben to move his company to Madison. Mr. Schoelkopf serves as President and Mr. Corben serves as Vice President and General Manager of the company.



A'S R US MEETING MINUTES

March 21, 2012

MEETING LOCATION: Tim and Pat Bots

CALL TO ORDER BY PRESIDENT TIM BORCHERT AT: 7:05PM

Minutes were read by Sandy and approved as read. Sandy thanked Dale for subbing for her at the February meeting and for getting the minutes to Phil.

TREASURERS REPORT: Given by Jim and approved.

FAMILY NEWS: **Marlene** had her injection for ARMD and was doing well. **Marvin** was reported to be doing well. Tim recommended we need to keep in contact with Marvin and Irene. Ken reported that **Herman** is doing better and is back home. **Allan and Chuck** are in therapy together and their shoulders are improving. **Linnea** is waiting for a C-scan and possibly a change in her chemo drug. **Penny** had her foot surgery and is recovering. **Ron** is doing better with his whip lash and very lucky he had his guardian angle on his shoulder.

OLD BUSINESS: Tim Dionne wasn't present to give the report on **Lemon Lake**. Tim Bots looked it up in a publication and made note that the pavilions are costly and each car has to pay a \$5.00 parking fee. Lemon Lake may be cost prohibitive and we may have to return to our previous location.

Sox Car Show—Ken announced he has not been able to reach the Sox contact.

Vintage Baseball dates were discussed and Sunday August 19th was the date of choice. This will be played in Centennial Park Munster Indiana at 1:00PM. More to follow.

Driving the Dixie committee meeting is to be held at the City Hall Annex in Blue Island, March 24th at 10:00AM. Jim will stand in for our president. Joe is working on redoing the community maps. He wants the towns to review them and needs to hear from Markham/Posen.

Model A Safety check: To be held at Bob's Garage, Saturday April 14th starting at 9:00AM. This is the weekend before the Shake Down Cruise and Tim BJ handed out check lists for members to review. Cars will be checked in groups of 4. Bob has 40 weight Oil available for sale. Chuck will bring the Chuck wagon and it was unanimously agreed that the club will pay for the *Lunch and the Grease*.....

Shake Down Cruise: Tim BJ noted that a final run will be on March 22nd. He reported he has had a great response from area clubs and it is estimated there may be as many as 60 cars present. Tim stated the committee recommends we bring cold sandwiches for lunch. The Cantigny restaurant is selling box lunches. It was also recommended our members wear their Name Tags and we will bring stick on tags for other clubs present.

Spring Trip: Jon reported that he needs to re-run the route and that a Peoria Model A club is interested in joining us for the area scenic runs. More to come...

Exposure Trip: Phil reported that the exposure trip will be an Indianapolis to Cincinnati tour with approximately 6-8 cars. Phil stated he joined the AAA Motor Club so he can take

advantage of their great mapping system. Phil also stated the trip is still in the planning stages, will probably consist of 1 day in to Indianapolis and 2 days or so in and around Cincinnati then back. More to follow.

Fall Trip: Jim reported there was nothing to report at this time...

Donations for 2012: Tim BJ reported that Jewel in Frankfort is willing to let us bring a car and solicit for Camp Quality... Bob stated he still has to contact Home Depot and Meijer. Phil said he will check with Nancy re: combining with Kohl's as in the past... Bob reported he has not heard from the Scouts.

Club Clothing: Bob S. reported that Nancy Poulsen is set and ready to do our embroidery when we decide what we want.

NEW BUSINESS: We have been invited to bring (1) model A for an event at the Glassner House, Chicago IL on June 24th. They want to put it on show with 19 other period cars and there will be tours of the Glassner House and tours of Chicago's Motor Row.

Tim BJ announced that the Model A Museum in Gilmore Michigan is almost fully funded and the Grand Opening will be in May of 2013. He further suggested we make the Museum and Gilmore our Spring Trip 5/17 to 5/19/13. Club members expressed a definite interest. Bob S stated he will look into blocking 20 rooms at one of the local inns for that weekend.

Sharon Wisconsin: is having an event on Sunday June 3rd from 9-2:00. Information is available, if you are interested. Contact Tim BJ.

Tech Talk: Our Safety check on April 14th will serve as the months Tech Talk. Bob stated we have to concentrate on stopping power. The federal government distance stopping chart states that Model A's should stop within 43' at 30 MPH. All cars will be checked for stopping ability. Jon stated that at the Tech event in March an OverDrive was put on Tim BJ's Model A. Tim reported she now purrs at 45 MPH and is even smooth/quiet at 60 MPH.

Breakfast: Peachtree Restaurant 4/7/12 8:30AM. The Safety check will be the topic of conversation.

Misc Discussions: Bob stated he participated in a shooting of a Pilot (Chicago Fire Fighters) with one of his SUV's. On March 27th Jon and Bob will be taking 2 4dr. gangster cars to a Bridgeport Food Distribution Center for a day event.

Badge Fines: \$3.00 50/50 (\$51.00) Winner - Allan \$25.00.

Next month's mtg: April 18th at the Steinmetz Garage...

Mtg. Adjourned: 8:30PM. Many Thanks to Tim and Pat for their hospitality and goodies.

Respectfully Submitted: Sandy Kaleta, Secretary

Up and coming meeting locations:

Up Coming Calendar of 2012 Events

**Meeting Wednesday April 18th: Bob's Garage
24356 S. Harvest Hills Rd Green Garden Twp.**

Cantigny Park /McCormick Estate: April 21st

Spring trip: Peoria, IL May 18,19,20

**Exposure Trip to: Cincinnati, Ohio September 4th -
9th**

Fall trip: Fort Wayne, IN September 28,29,30

April 18	Wed	Meeting at Steinmetz Barn in Frankfort
21	Sat	Shakedown Cruise to Contigny led by T-C& J
May 16	Wed	Meeting at Tim & Connie Borchert, Frankfort
18-20		3 Day -- Spring Trip to Peoria - Led by Ron & Jon
June 3-10-24	Sun	St. James Church Cruise 1V, Lemont led by Joe
16	Sat	Drivin' the Dixie - Blue Island to Momence
20	Wed	Meeting at Steinmetz Barn in Frankfort
July 18	Wed	Meeting at Jon & Yvonne, Crete
Aug 7	Tue	Camp Quality – Meet at the Trolley Barn, Frankfort
15	Wed	Meeting at Irv & Char Darnall, Peotone
21	Sun	Grinders Ball Game led by Tim & Pat Bots
Sept. 5-10		6 Day Trip to Springfield-Cincinnati led by Phil Serviss
19	Wed	Meeting at Joe & Marlene Krygowski, New Lenox
28-30		3 Day – Fall Tour to Destination un-determined led by WSJ Tours
Oct 17	Wed	Meeting & Auction at Wally & Kay Ekstrom Crete
Nov 21	Wed	Meeting at Chuck & Linnea Fritz, Park Forest

A's R Us 2012 officers and Staff

- President – Tim Borchert
- Vice President – Ken Chamis / Treasure – Jim Wright / Secretary – Sandy Kaleta
- Newsletter – Phillip Serviss
- Member Relations – Joe Krygowski
- Web Page – Joe Krygowski
- Parade Coordinator – Wally Ekstrom
- Director of Safety – Ron Bonneau
- Nat'l Rep. – Marlene Krygowski
- Historian – Ken Chamis
- Sgt. At Arms Steve Coe
- Motor Medic - Jon Isota



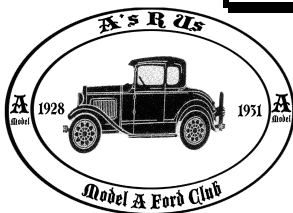
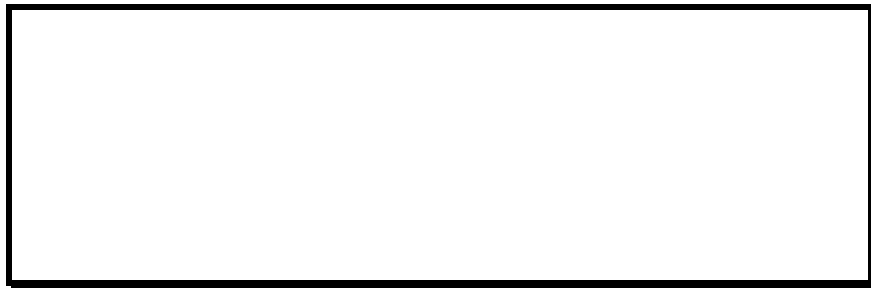
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