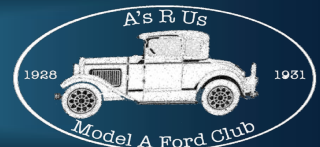


BACKFIRE



Volume#20

Issue#9

September 2015

The Carp, Editor in Chief



Well

the time came to pull the engine out of the 1931 Tudor affectionately known as Jezebel. It had solid lifters and no markings on the pistons leading me to believe that it was an original engine. She was also drinking 1 Qt of oil per tank and had minimal pickup and power. Our two surgeons Jon (who rebuilt and installed the engine and worked tirelessly over a few days) and Ray (who did the machining of the engine) had this done in short order. It was bored to 60 thousands over, new high compression head, new B cam and oversized intake ports. No, this isn't something that was never done in the day so the engine does remain original. I will not be able to race you off the line, but I will have the power to make the hills in 2nd gear instead of first.

See you soon, *Phil*



A'sRUS Ford Club

<http://www.as-r-us.com>

Block after machining
and re-assembly.



Jon picking the car
back up to reinstall the
engine.



A'sRUS Ford Club

<http://www.as-r-us.com>

Presidents Comments

August 2015.

I heard today on the radio that summer is over when you go back to school. And some already are back. Wow, once again time to drive our Model A's is going fast. We do however have numerous events up and coming so that we could put some miles on them. I will take a sentence or two to put a shout out to some of our club members that seem to get the calls for help. Jon Lisota, our resident motor medic and Bob Steinmetz. Many have called for tech advice, parts, or asked to lend a hand. Others are also called upon, but I think they are at the top of the list. So thanks for being the go to guys, the club and myself say THANKS. Bruce Smit gave me the number of a useful guy. He apparently has the number and has used him to straighten Model A wheels. He has an original machine to do the job. I know Tim Dionne has a wobbly passenger rear that needs serious attention. It makes me dizzy. His name is Jim and his numbers are home: 815-942-5678 and cell: 815-325-3628. Save them, you never know... And finally the Driving the Dixie wrap-up is complete. Much hard work was involved to make this another successful event, and YAHOO it was a good year. No rain at the event, a good turn out, small hick ups, and bingo, its in the history books.

Ken aka "Squeaks"



Dixie informational sign dedications.



Dixie informational sign dedications.



Jim Wright, Elaine Egdorf and Mayor Richard Hofeld.



DIXIE HIGHWAY HERITAGE

By Jim Wright



Tiny Wichert, just north of St. Anne, was once located on the original alignment of the Dixie Highway (1915-1920). Today, the sleepy hamlet lies just east of the current alignment of the Dixie Highway. This area became known as Wichert, after Henry Wichert who started a pickle business there that was later taken over by C.F. Claussen & Sons. The Bonvallet family began growing asparagus in Wichert in 1871, which led to commercial production, followed by experiments in canning. A canning factory was established around 1897, which was unique in the Midwest. They grew white asparagus and canned individual size portions for railroads and hotels, along with eleven other varieties. They employed 30-40 cutters and canned the asparagus within two hours of picking. White asparagus was obtained by cutting the stalks underground just as the tips began to break the soil.

DIXIE HIGHWAY HERITAGE

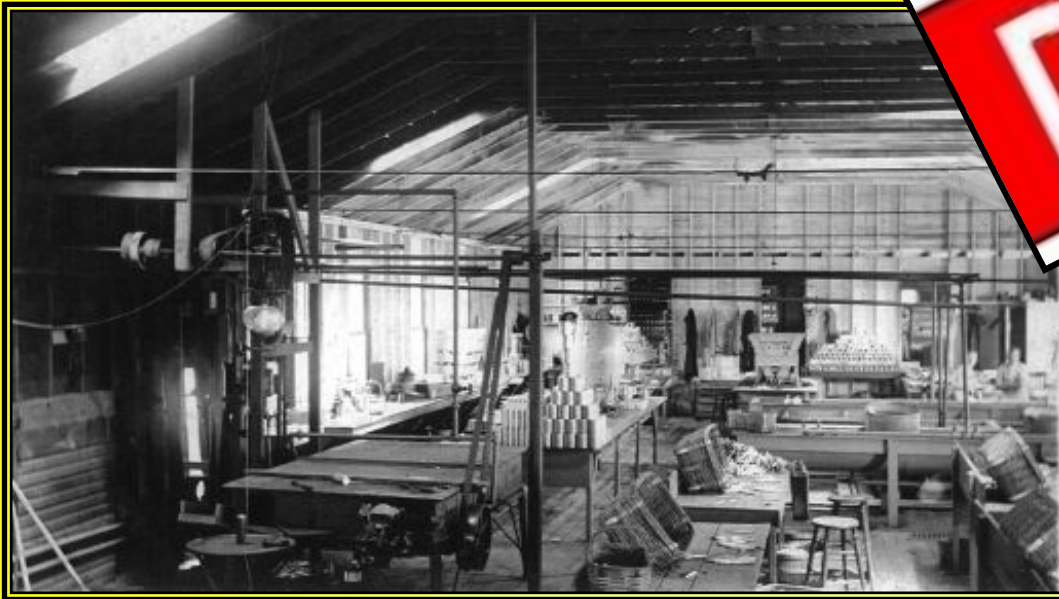
By Jim Wright



Their product was renowned for quality and their gold embossed label helped promote that reputation. The company later canned tomatoes and other products. In its later years, P.A. Bonvallet Sons sold gardening supplies and the company closed in the early 2000's. Today vegetables like potatoes, cabbage, peppers, squash and pumpkins are still grown in abundance in the area.

DIXIE HIGHWAY HERITAGE

By Jim Wright



Sandy Kaleta Reporter on The Know!



1920's FUN AT THE BEACH: In the early 1920's fun at the beach and actually getting into the water to swim was a new concept. Functionality in swim wear was not as important as fashion, so the theory was that wool would keep you warm.

Women wore a swim dress which consisted of a longer skirt over attached shorts. The beach police patrolled the beaches with measuring tapes in hand. They would measure the distance from the bottom of the woman's bathing skirt to her knee. Too much bare skin resulted in a hefty \$10.00 or sometimes even jail.

By the mid 20's women actually wanted to swim rather than splash and wade in the water. In 1926 the two piece, non-skirted, swimsuit made its debut for men and women. Jantzen created a very popular suit that looked like it was two pieces resembling a tank top, on top of a pair of swim trunks. Necklines dropped to deep boat or V necks, arm holes grew bigger to make swimming easier and colors were vibrant red, blue, black, gray and Kelly green. This suit was still modestly worn only a few inches above the knee and sometimes worn

with black stockings rolled down to above the knee with swim shoes. Now that women were actually swimming a swim cap in an aviator style, helped keep their bobbed hair from losing shape.



1922 Beach Police Modesty Check



1924 Men Swimsuit



1926 Two Piece Swimsuit

In the mid 1920's MENS swimwear also became more functional and also showed off their newly athletic bodies. In many ways men's and women's early suits were nearly identical, wool and skirted. . For men 1926 brought a deep cut ribbed wool tank over a pair of snug fitting shorts, mid thigh length. The tops were often white or striped and the trunks a dark color. Athletic swimmers were the first to brave these skimpy suits.



1926 Bathing Beauty Contest- Looks more like a Miss America Pageant

**A'S R US MEETING MINUTES
JANUARY 21, 2015**

MEETING LOCATION: Tim and Pat Bots home

CALL TO ORDER BY PRESIDENT KEN CHAMIS AT 7:08PM.

The minutes were read by Sandy. A change was made to the minutes under Driving the Dixie, it should have read St. Ann to Danville. Minutes were approved as changed.

TREASURERS REPORT:

Jim gave an extensive report on our treasury, including expenses from the Ronald McDonald Dinner, Printing, T-shirt purchase, Picnic bills, Bookmarks, Key Chains and Signage. Deposits included proceeds from the Driving the Dixie: Registrations, Poker Run, 10 in the Bag, and T-shirt sales. His report was approved as read.

FAMILY NEWS:

Linnea is having surgery on August 13th at U of C. She is very excited and welcomes our prayers. Chuck had an arthroscopy recently and is doing well. Yvonne is doing better per Jon.

OLD BUSINESS:

Al, Sandy & Phil reported that the people who attended the Driving the Dixie, had positive things to say re: the event. Jim reported that 7 Community Signs are completed with posts so far.

Grinders Game:

The membership chose to attend the August 23rd game at the Hobart field. We will meet at the bank lot on the corner of Old Joliet Rd and Rte 30 at 11:00AM. Bring chairs, drinks, picnic food and a dish to share.

Door County Exposure Trip:

If interested to contact Phil. So far interest has been poor. (This trip was canceled since the meeting, due to lack of interest)

St. James at the Sag:

July 26th Car Show & Picnic, starts at noon. Located in Lemont, Rte 83 and Archer.

St. Damians Car Show:

August 1st. Noon to 4:00 Contact Ken if interested Located 155th and Lockwood, Oak Forest

Manteno Veterans:

September 19th we will meet for Breakfast and the members approved the purchase of 100 4x6 frames. Members to provide printers and paper. More info to follow.

Fall Tour:

Dixie Hwy to Danville. October 9, 10, 11.

If you haven't made reservations at the Holiday Inn of Danville, 217-442-2500. Please do so soon.

Some activities for the weekend were discussed: There is a Covered Bridge Festival at the time we are there, rental of Vans for the Ladies to Shop were approved, the Vermillion County Museum, a Centennial Car Show, and Military Museum to mention a few sites.

Chuck stated he has about 2 days work left on the Chuck Wagon and it should be ready for the Fall Trip. We have reservations at the Beef House on Saturday night.

Ken thanked Jon and his committee for a great job on our Annual Club Picnic.

NEW PROPOSALS:

Club Christmas Party:

Karen and Gerry volunteered to chair the committee for this years party. Wednesday December 9th at 6:00PM. Last years venue was discussed. Karen and Gerry to investigate other options.

Ottawa Illinois Historic House Walk:

September 27th: The historic society has requested we provide 5 cars to be parked in front of 5 historic mansions. Four members showed interest, contact Wally if you would like to join them

Parade in Gilman:

August 15th at 1:00 "Old Boys & Girls Reunion". If interested contact Jon.

MISC DISCUSSIONS:

Tire Purchase:

Wally reported on his contact with Coker Tire, they have tires, rims, strips and tubes. They were not willing to offer a deal, however, if the club purchases 25 tires and ships to one address, they will Offer an 11% discount and a shipping discount. Wally handed out catalogues. If interested Jon will co-ordinate an order.

Pat Bots:

has a friend who is selling a 1953 Pontiac Chieftan 2 door. If interested please contact her.

Next months mtg:

**Will be hosted by Steve Coe. On August 19th at the Park Forest Village Board Room: 350 Victory Drive, Park Forest
Ken thanked Tim and Pat for their hospitality and great food.
Badge fines: \$1.00 50/50 \$73.00 Winner: \$36.00 Bob, \$37.00 club.
Breakfast meeting: July 25th, 8:30AM, Peachtree Restaurant.**

Adjourn: Meeting was adjourned at 9:02 PM

RESPECTFULLY SUBMITTED:

SANDY KALETA, SECRETARY

Up and coming 2015 Events:



1930 or 1931 Ford AA, advertizing truck.
Submitted by Fran Granko

Looking forward into 2015

Ronald McDonald House

Shake Down Trip

Veterans Home

58th. Annual Hesston Steam & Power Show 2015

Exposure Trip 2015 Door County WI ?

Newport Hill Climb

Fall Trip

Teen Bridge Center

Spring Trip

Camp Quality

Labor Day Sept. 1st

September

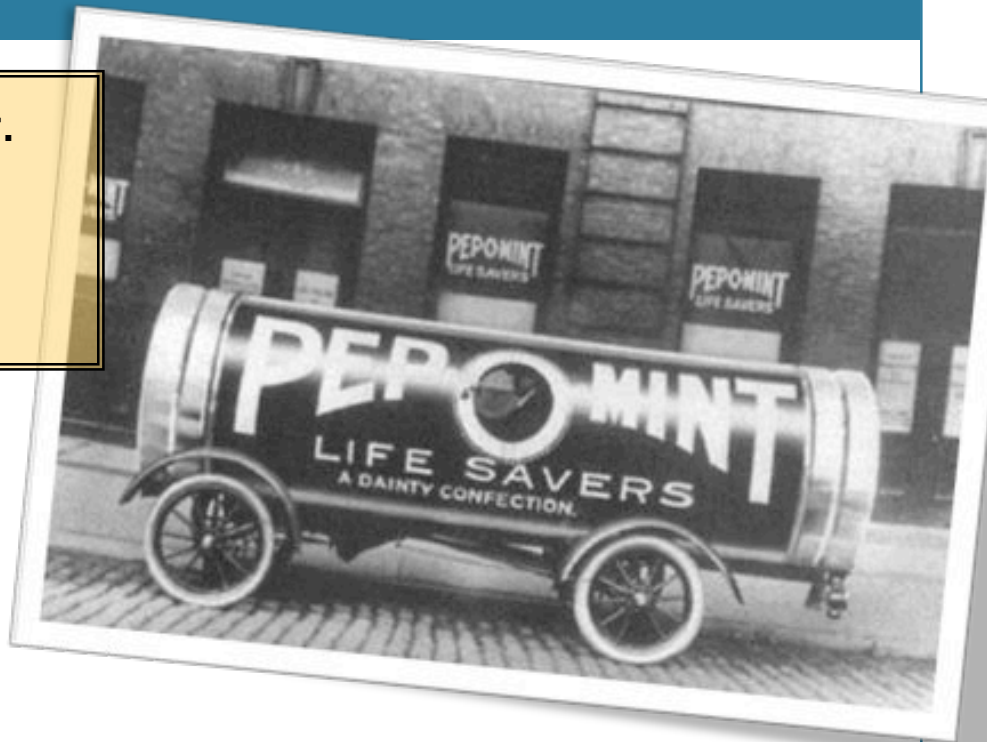
October 3rd – 5th

A's R Us 2015 Officers and Staff

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

1920's advertizing car.

Submitted by Fran Granko



Please send **Backfire** articles or items of interest to:

BACKFIRE



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