



VOLUME 18

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NOVEMBER 2013

# BACKFIRE



Chicago Southland Chapter, Model A Ford Club of America

<http://www.drivingthedixie.com>



I want to thank everyone that sent cards, Emails and phone calls to Nancy and I on the loss of her father. It is an incredible outpouring of concern and Love on everyone's part. It's always hard to let go, but he had a very full life and did very well with a liver transplant for the last 10+ years.

On another note as life ends another begins, so Nancy

and I will be Grandparents soon as our oldest daughter Jennifer and her husband Adam will be having their first baby in May! Thank you again,

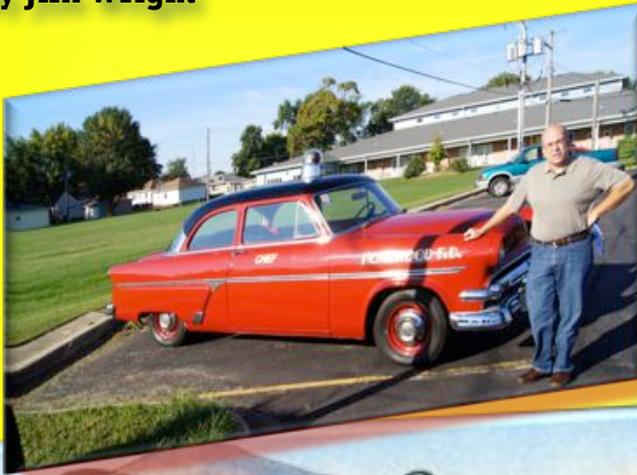
***Header Picture:* Early morning fog as we head out on the road in the UP on the Exposure Trip.**

Phil



## DIXIE HIGHWAY HERITAGE

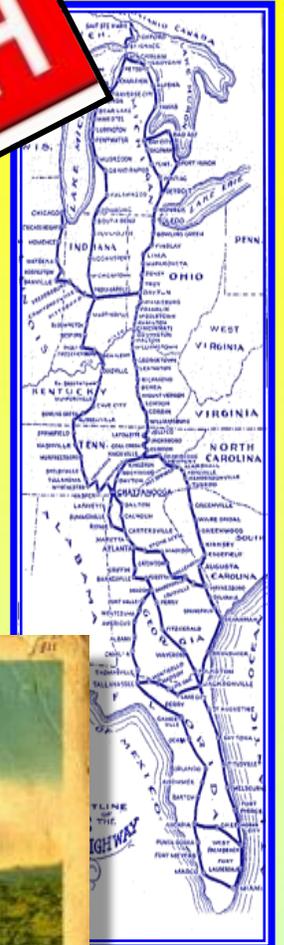
By Jim Wright



Like its neighbor to the south, **North Carolina** was not on the original route of the Dixie Highway. The Dixie Highway Association approved the Carolina division of the highway in May 1918. The route in North Carolina is the shortest of all the Dixie Highway states. From the north, the highway enters North Carolina in the shadows of the Great Smoky Mountains near Newport, Tennessee and travels through Hot Springs, Marshall, Asheville and Hendersonville before crossing the South Carolina border.

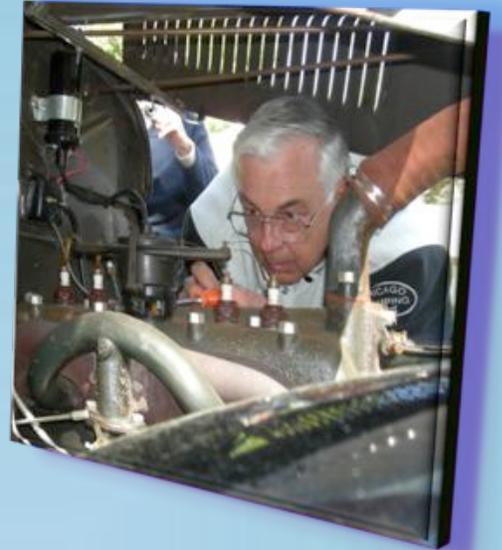
# DIXIE HIGHWAY HERITAGE

By Jim Wright



The route follows much of U.S. 25 today. In the mid-1920's, the United Daughters of the Confederacy placed monuments dedicated to the memory of Robert E. Lee and also to mark the route of the Dixie Highway in the state. Many of these markers still exist today as highlights on any tour of the Dixie Highway in North Carolina.

# Jon Lisota: Motor Medic



This Fall Trip started out well for the ten Model A s. After doing close to 12000 total miles on the last trip with minor repairs, we thought this short hop would be trouble free. That didn't happen. Phil was the first casualty, a flat tire. Then Bob's car starts to lose power and backfire. Penny was in the co-pilot seat and twisted and pulled the gas knob to no effect. Two helper cars stayed behind and the rest returned to the hotel. We checked the points and timing. After resetting the timing and fiddling with the carburetor it ran a little bit better. So we decided to drive it back. Nope, that didn't happen right away, either. Ken decides his tire is too low to drive. We pump the tire up, only to find it is leaking way to fast. Now we have another tire change. Bob decides to replace the coil the next morning. That didn't help, so he installed his back-up carburetor. With the engine temperature up we fine-tuned the carburetor settings. It ran flawlessly the rest of the way home. On to Kankakee for lunch. We hit the south side of town and someone tells Tim Borchert that he is leaking something, white. One look tells us that it is a blown head gasket. Top it off with water and proceeded to the restaurant. Shut it down and opened the drain. After lunch the

gasket was replaced in front of a crowd of about 30 onlookers, or more. We all then said our good-byes and made it home.

Jon



Head gasket  
change in  
Bradley, IL.

# From the kitchen

Contributed by Nancy Serviss



## PEANUT BUTTER CUP SPRINKLED BROWNIES

### INGREDIENTS:

- 1/2 cup (1 stick) butter or margarine
- 2 cups plus 2 tablespoons granulated sugar, divided
- 2/3 cup HERSHEY'S Cocoa
- 4 egg(s), beaten
- 2 teaspoons vanilla extract
- 3/4 cup all purpose flour
- 1/2 teaspoon salt
- 1/4 teaspoon baking soda
- 1-1/3 cups REESE'S Mini Peanut Butter Cups, divided
- 1/2 cup REESE'S Peanut Butter, creamy

### DIRECTIONS

1 Heat oven to 350°F. Grease 13x9x2-inch baking pan.

2 Melt butter in medium saucepan over low heat. Add 2 cups sugar and cocoa; stir to blend. Remove from heat. Stir in eggs and vanilla. Stir together flour, salt and baking soda; stir into chocolate mixture. Stir in 2/3 cup mini peanut butter cups; spread mixture in prepared pan.

3 Combine peanut butter and remaining 2 tablespoons sugar. Drop by tablespoons onto chocolate batter. Swirl with metal spatula or knife for marbled effect.

4 Bake 25 to 30 minutes or until brownie starts to pull from edges of pan and is set. Cool 45 minutes; sprinkle remaining 2/3 cup peanut butter cups over surface, pressing in slightly. Cool completely in pan on wire rack. Cut into squares or triangles. Makes 24 to 36 brownies.



# Safety, its No Accident

By  
Ronald Bonneau

**Have** you ever been out in your classic car spending an enjoyable afternoon, when you experience a lump in your throat as the car begins to shake or cough or sputter and you know that soon you will be sitting alongside the road wondering “What went wrong?”

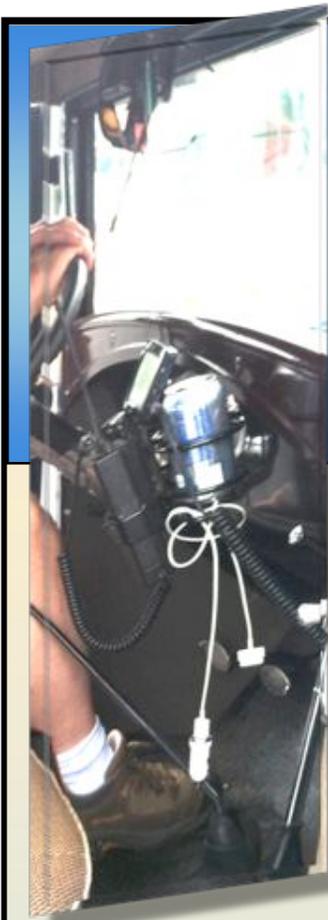
After months of tuning, tinkering and tweaking that classic car, now you are faced with the reality of a repair problem. That is bad enough when you are off driving alone, but is compounded when you are taking part in a tour with numerous other classic cars and realize that your break down may affect their day too.

As a member of A's R Us, a Ford Model A Car Club in Crete, IL, and having gone on many trips with my 1931 Ford Tudor, I know the feeling first hand and have seen others in our group suffer the same response to car problems. And of course, when these break downs occur they are never in a convenient location where road safety is not a concern....”isn't that one of Murphy's law?”

As our club makes several tours each year of three days duration and one which is six to nine days long, break downs are inevitable as are the safety of those attending to the broken down car.

As well as the normal officer positions, a few years ago our club decided to create a position of safety director. The new position had a mission of establishing a safer environment for participating club members through a variety of actions: First, we wanted to provide an enhanced safety zone for those working on broken cars in traffic. Understanding that annually more police officers are killed in traffic situations than by gunfire, the protection of the site of the classic car break down is imperative to the safety of those repairing the car.





To that end the club assigned the safety director to drive tours as the last car. The idea was that as the last car, the safety director could pull off the road well behind the disabled vehicle and deploy safety-warning devices. The safety officer carries a number of collapsible, orange safety cones (Photo) as well as a revolving yellow strobe light, which are strategically deployed to notify roadway traffic of the break down. Additionally, the safety director wears a high yellow visibility vest and carries a wand flashlight for directing oncoming traffic. The safety officer also encourages club members that are not working on the car to remove their cars to a safer area and to eliminate onlookers from congregating near the roadway.

**Second**, all cars are equipped with a hand held radio to actively communicate issues that are of importance to others in the tour, especially potential safety issues.

**Third**, understanding that if a serious accident occurs with a classic car, where paramedics are needed, those paramedics (or hospital personnel) can be severely limited in providing medical assistance without some knowledge of the medical history of the patient. To that end the club created a “medical history” form that lists current medical conditions and prescription drugs for each club member. The medical history form is dated and is updated on a regular basis. The form is sealed in an envelope with the name of the member/s on the front and the safety director on each trip carries the sealed envelope in a waterproof container. The sealed envelope would then be provided to the medical personnel in the event of a serious accident.



**Fourth,** the club recognized that during the course of a trip or tour minor injuries occur

that do not require formal medical intervention, but need to be addressed. The club contributed club funds to the development of a medical bag containing bandages, elastic bands, first aid cream, insect bite medicines, tape, aspirin, stethoscope, scissors, cotton balls, antiseptic creams and fluids, saline eye flushing solution, etc. The safety director also carries the medical bag.

**Fifth,** knowing that time is of the essence in heart related incidents and recognizing that the membership of our club is comprised of older members, the club invested a significant amount of money for a portable Automated External Defibrillator (AED) and held classes with the membership on how the AED is to be deployed. As with the other safety equipment, the safety director is in charge of the AED.

**Sixth,** the safety director monitors traffic behind him, notifying the other drivers of passing cars or to let the tour leader know to move over to let a long string of cars pass. Realizing that some drivers on the highway become frustrated by the line of classic cars ahead of them, and may cause them to make unsafe driving decisions, we try to minimize our risk by being proactive in yielding the road to them. In that way our tours end up having “Miles of Smiles” and few accidents.

The noted risk management guru, Gordon Graham, states in all his lectures the following axiom, “If it’s predictable, it’s preventable.”

The A’s R Us Model A Car Club has established these measures to reduce the risk of injury to our members during club activities.

We think they are worth consideration by other classic car clubs as they consider protecting their most valuable asset...the member!

# Fall Trip 2013 / Bloomington, IL



Start the trip  
out with a  
spook  
House!  
Momence, IL





Kankakee Railroad  
Historical Society



Bloomington  
Farmers Market.



Bloomington  
Probation  
History and  
Haunted Hotel  
walk, with Al and  
Sally.





## Atlanta, IL



Mrs. Funk at Funk's Grove Maple Syrup on Rt. 66

A'S R US MEETING MINUTES  
OCTOBER 16, 2013

**MEETING LOCATION:** Irv & Char Darnall's home

**CALL TO ORDER BY PRESIDENT TIM BORCHERT AT :**

6:15 PM. Reading of the minutes was deferred. Tim introduced and welcomed our guests, Larry, Jeanette & Richard and Dotty & Dette.

**TREASURERS REPORT:**

Jim reported that brochures were printed for the Driving the Dixie Communities

**FAMILY NEWS:**

Bob reported that Tim Dionne is doing well and is scheduled to start Cardiac Rehab. He & Carol hope to be at the Nov. meeting.

**OLD BUSINESS: Centennial Committee Meeting:**

Jim gave the members a written proposal for signage for each community. The proposed sign will be made of a semi permanent component lasting 10-15 years. The 4x5' digital graphic will be on one side of the sign and determined by each community. The proposal is to have each sign installed by the community public works department with the guidance of the committee re: placement. The proposed amount per sign is \$750-\$800.00, for approximately 12 communities. We will share ½ the cost with the Driving the Dixie communities which will be approximately \$4800.00. The Goal is to have the signage in place by 2015. Phil suggested a QRL code be placed on each sign with A'SRUS name that would link to our club and to a sign route. Bob proposed a motion of confidence to have the committee proceed; Irv seconded and the membership approved.

**Gilmore Donation:**

Sandy was asked to check the minutes for the dollar amount needed for Gilmore Utilities. Phil reported that there are 475 chapters. (The June 19<sup>th</sup> minutes stated that Gilmore is asking members for a \$4000.00 a month donation. The minutes further stated we recommended dividing that amount by the number of chapters to determine our fair share.)

**NEW BUSINESS:**

Bob stated that Teen Bridge has requested another Model A session for January to March 2014. Tim stated the club is interested in providing another session and members were in accord. Bob stated he would consider a topic for these tech sessions and report back to the membership.

**CALENDAR CHANGES: A'SRUS NOVEMBER MEETING:**

Date changed to Saturday Nov. 9<sup>th</sup> (in August Minutes). 5:00PM meeting time for a meeting, dinner & Hayride in Chucks Barn.

**A'SRUS DECEMBER MEETING** and Christmas Party:

Changed to Friday December 18<sup>th</sup>, at Aurelios in Frankfort on Rte 30. More info to follow.

**CHRISTMAS PARADES:** Homewood- Fri. 12/6 and Crete- Sat. 12/7.  
More to follow.

**Tech Talk:** Deferred    **Breakfast:** Deferred    Badge fines \$1.00    50/50 - \$70.00    Winner: Henry \$35.00

**Adjourned: at 6:35 for dinner.**

Tim thanked Irv & Char for their hospitality and for hosting dinner. He also thanked the members for bringing sides/desserts and items to be auctioned after dinner by our auctioneer Irv.

Respectfully Submitted: Sandy Kaleta Secretary

## **Up and coming 2013 Events:**

### **Christmas Parade Homewood:**

**Friday 12/6, 6:30 Lineup, 7:00 Start. Same location.**

### **Christmas Parade Crete:**

5:00 lineup, 6:00 Start. It was decided that we would meet at Aurelio's for Pizza after the Parade.

### **Christmas Party: 6:00 pm, December 18<sup>th</sup>, 2013**

**AUREILIOS RESTAURANT, FRANKFORT, IL. Don't forget to BRING A \$20.00 GRAB BAG, MALE/FEMALE and CHILD (FOR THOSE BRINGING CHILDREN).**

## **Looking forward into 2014**

**Ronald McDonald House**

**Teen Bridge Center**

**Shake Down Trip**

**Spring Trip**

**Veterans Home**

**Camp Quality**

**58th. Annual Hesston Steam & Power Show 2014**

**Labor Day Sept. 1<sup>st</sup>**

**Exposure Trip 2014**

***Tentative /* September 6<sup>th</sup> through the 14<sup>th</sup>**

**Newport Hill Climb**

**October 3rd – 5<sup>th</sup>**

**Fall Trip**

## • A's R Us 2013 officers and Staff

- President – Tim Borchert
- Vice President – Irv Darnell / Treasure – Jim Wright / Secretary – Sandy Kaleta
- Newsletter – Phillip Serviss
- Member Relations –
- Web Page –
- 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

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

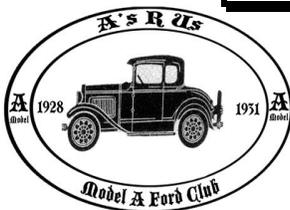
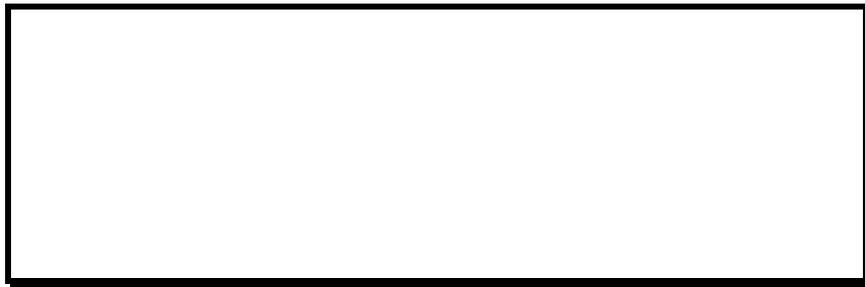
E Mail to: [taxserviss@att.net](mailto:taxserviss@att.net)

**Hurry up here!**



## BACKFIRE

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Mail To: