



# OAK SPOKES



Volume 11 Number 1

Published bi-monthly by the Bluegrass Region HCCA

## BLUEGRASS REGION OFFICERS 2011

### PRESIDENT

Tom Klein  
1139 Old State Road  
Park Hills, KY 41011  
859-757-3273

[tomklein@fuse.net](mailto:tomklein@fuse.net)

### VICE PRESIDENT

Jeff Nicely  
362 Carimel Ridge  
Edgewood, KY 41017  
859-426-0530 (h) 859-342-9900 (o)  
[nicelyhvac@aol.com](mailto:nicelyhvac@aol.com)

### SECRETARY

Terri Laughlin  
9653 Cloverridge Drive  
Independence, KY 41051 [terrilLaughlin@yahoo.com](mailto:terrilLaughlin@yahoo.com)

### TREASURER

Anna Williams  
8405 Pheasant Drive  
Florence, KY 41042  
859-525-7049 [roy8405@gmail.com](mailto:roy8405@gmail.com)

### COMMUNICATIONS

Jane Portier  
859-581-4776

### SUNSHINE LADY

Terri Laughlin  
9653 Cloverridge Drive  
Independence, KY 41051 [terrilLaughlin@yahoo.com](mailto:terrilLaughlin@yahoo.com)

### OAK SPOKES EDITOR

Tom Bauer  
5137 Old Taylor Mill Road  
Taylor Mill, KY 41015  
859-581-1417 [goodgarage@fuse.net](mailto:goodgarage@fuse.net)

## MISSION STATEMENT



The purpose of the Bluegrass Region shall be to augment the activities of the Horseless Carriage Club of America, promote education and fellowship among the various members, and provide for the mutual enjoyment of all aspects of the motor vehicle hobby. You must be a member of the national HCCA to be a member of the Region, but ownership of a pre-W.W. II automobile not a requirement. For more information please contact any of the officers listed to the immediate left.

## WEBSITE

Visit the Bluegrass Region website, [www.oldtin.net](http://www.oldtin.net). Contributions and comments are solicited and appreciated.

## MINUTES FOR DECEMBER 4, 2010 Greyhound Tavern

Ed opened his final meeting as president with the Pledge to the Flag.

It was announced that Don and Phyllis Trotter's son passed away. Our thoughts and prayers are offered in the hope they maybe of some solace.

Jeff read a few jokes from a 1915 book and passed the book around.

Cas and Gary welcomed everyone to the party. Many members had "gone South" for the winter. Cas told everyone to take home one of the gifts she and Gary had made.

Tom "Doc" Bauer was recognized for his hard work on behalf of the club and the newsletter. He was given a gift.

(Continued on page 5)

FOR SALE

1926 Model T coupe, original two owner car. Asking \$8000

1937 Packard 4 door sedan, 6 cylinder engine. Good original shape overall. Asking \$6500  
Howie @859-760-8021

1934 Ford pick up street rod. Chopped and channeled, 1967 Mustang engine and transmission. Needs finishing, see and make offer.  
Eric @ 859-757-3907

1980 Shay roadster. Excellent condition, 10K miles, new ww tires, new muffler, lots of extras, original paper work, third owner, extremely clean, asking \$17,000.  
George Koopman 859-441-8629  
29modela@insightbb.com



Model A phaeton. It's a late 1931, has a balanced Model B engine, Borg Warner overdrive, dual sidemounts, Washington blue with dark blue molding, tan upholstery and straw wheels.

For more info: Royce Peterson 757-597-6969

Lehman's No. 3 Heater/Foot warmer. Pull out drawer for charcoal briquettes. Good shape for 100 years of providing warmth.  
\$35 OBO



Bill (Hickory) Simpson 859-331-9691

Two 1932 Chevrolet 5 window coupes, one w/ rumble seat, \$8800, and one w/o, \$7900. Both are "barn fresh" unmolested cars, garaged for over 30 years.

1971 Chev. 3/4 ton camper special pickup, runs great w/ camper, sleeps 6, \$6200. 1982 Cadillac Coupe DeVille, V6 w/ 31K miles. Orig. owner, always garaged, dark blue, like brand new, \$6300.  
Carol Schaefer 859-341-1982 [ysqueen@fuse.net](mailto:ysqueen@fuse.net)

AUTOMOTIVE HISTORY AT A GLANCE

January 3, 1921

Studebaker Quits Wagon Business



The Studebaker Corporation announced that it would no longer build farm wagons. Studebaker began in 1852 as a horse-drawn wagon shop. Over the

following years, the company became the world's single biggest manufacturer of horse-drawn carriages and carts. In 1897, Studebaker began experimenting with the newfangled "horseless carriage." By 1902, the company had produced several electric automobiles; and by 1904, gasoline-powered motorcars were rolling out of Studebaker factories. Throughout the early twentieth century, Studebaker remained one of the biggest names in the automobile business. Falling on hard times, in 1954, Studebaker merged with the Packard Motor Car Company. Production of Studebaker automobiles ended in 1963 in the U.S., and in 1966 in Canada.

January 5, 1924 Chrysler Builds His Own Car



Walter Percival Chrysler, a former General Motors executive who had pioneered the introduction of all-steel bodies in automobiles (instead of wood), introduced his first motorcar. After his departure from GM in 1920, Chrysler had breathed new life into the failing Maxwell Motor Company. The first Chrysler-built Maxwell was put on display in New York City's Commodore Hotel, where it drew admiring crowds. In 1925, the Maxwell Motor Company was renamed the Chrysler Corporation.

# Accessory Of The Month

**DEALERS:—**

Cork Insert Products are making money "hand over fist" for the trade. The new Cork Insert Brake Lining for all cars gives a complete line. Sell the whole line. There's big profit in it for you. Order of any jobber's salesman or send coupon and we'll turn over to jobber.

## CORK INSERT

The Only Transmission Lining that  
**Stops Ford Chattering**

—stops chattering not only when the lining is new, but *throughout* service that averages *three times* as long as other linings.

Cork Inserts stop the chatter because they *grip* positively at the slightest pressure on the pedal and *hold*. They end the vigorous vibration that racks the car, causes rear end trouble and repair expense.

**ADVANCE  
CORK INSERT  
TRANSMISSION LININGS FOR FORDS**

In a class by itself! Its co-efficient of friction is far in excess of any other lining. Makes the Ford act like a high priced car. That jerky get-away—that lurch into reverse—that vigorous jumping up and down under the brake—all disappear—disappear never to return—for Cork Insert Lining *never loses its grip*. The corks never get hard or surfaced, never lose their resiliency. They hold their place in the fabric throughout the long wear and do their work to the very last.

**Cork Insert Fan Belt for Fords**

The ordinary fan belt used with Fords gets slippery after a little use. The slipping, it is estimated, runs as high as 25 to 50 per cent. Think of it! No wonder the Ford radiator boils like a tea kettle. The cork in Cork Insert Fan Belts eliminates slipping—keeps fan running—keeps engine cool. Oil, water, grease, dirt, heat, friction, do not affect them. They hold their ability to grip throughout their extra long service. Retail prices, \$1 for 1917 Fords. 85c for previous models.

**Advance Automobile Accessories Corporation**  
Dept. D 6-1, 56 East Randolph Street, Chicago, Illinois  
Makers also of **CORK INSERT BRAKE LININGS—the NO-SLIP,**  
**SAFETY-SURE brake lining for ALL CARS**

**\$3.00**  
per set  
of 3

**Dealer's Coupon** Check and Mail Today!

Advance Automobile Accessories Corp.  
Dept. D 6-1, 56 East Randolph St., Chicago

Enter our order for:

- Dozen sets of Advance Cork Insert Transmission Linings for Fords.
- Dozen Advance Cork Insert Fan Belts, 1917 Ford.
- Dozen Advance Cork Insert Fan Belts, 1916 or earlier model Ford.

—These goods to be delivered through jobber mentioned below.

Name.....

City..... State.....

Jobber's Name.....

# *BRASS POLISHINGS*

## A Schedule of events for 2011

<b>MONTH</b>	<b>DATE</b>	<b>EVENT</b>	<b>CHAIRMAN</b>
<b>FEBRUARY</b>	February 15	Regularly scheduled meeting at Peewee's Bistro	Tom Klein
<b>MARCH</b>			
<b>APRIL</b>	April 19	Regularly scheduled meeting at Peewee's Bistro	Tom
<b>MAY</b>	May	Pioneer Park Benefit	Terry and Glenna
	May	Memorial Day Parade in Bellevue	
<b>JUNE</b>	June	Berry Festival at Berry, KY	Ray and Sam
	June 21	Regularly scheduled meeting at Peewee's Bistro	Tom
	June	Carmel Manor Visit	
<b>JULY</b>			
<b>AUGUST</b>	August	Augusta Festival	Sam and Ray
	August	Georgetown, OH Car/Machinery Show	Cas and Gary
	August 16	Regularly scheduled meeting at Peewee's Bistro	Tom
<b>SEPTEMBER</b>	September	Pride Park in Taylor Mill	Roy and Anna
	September	Dinsmore House (tentative)	
<b>OCTOBER</b>	October	Fall Foliage Tour	Rick and Sue
	October	HERSHEY, need I say more ?	
	October 18	Regularly scheduled meeting at Peewee's Bistro	Tom
<b>NOVEMBER</b>	November	Jack Frost Tour	Ed
<b>DECEMBER</b>	December	Christmas party/meeting at the Greyhound	Tom

MEETINGS ARE HELD THE THIRD TUESDAY OF THE MONTH AND START AT 7:30. MEETING SITE(S) MAY CHANGE FROM TIME TO TIME. IF YOU ARE GOING TO DINE, PLAN TO BE THERE AT 6. MEETING, TOUR, AND EVENT DATES ARE SUBJECT TO CHANGE, ADDITION, OR DELETION. NOTE THAT UNDATED EVENTS ARE TENTATIVE. CONTACT THE EVENT CHAIRMAN IN CASE OF QUESTIONS. STAY IN TOUCH WITH EACH OTHER TO FACILITATE COMMUNICATIONS. NOT ALL LISTINGS IN THE CALENDAR ARE CLUB SPONSORED OR PARTICIPATIONS. IF YOU HAVE A NON-CLUB EVENT AND YOU WOULD LIKE IT PUT IN THE EVENTS LIST, FORWARD THE INFORMATION TO THE EDITOR. ADDITIONALLY, PLEASE INFORM THE EDITOR OF CORRECTIONS.

## OAK SPOKES

(Continued from page 1)

Then Tom Klein was thanked for organizing the Christmas party.

In recognition of Ed serving as president the past five years, he was presented with a special plaque, and a sign, "Warning, Overly Affectionate Greyhounds on Duty." Cas and Gary were recognized for all their efforts providing gifts and favors for the Christmas dinner.

Bob Collins discussed the next meeting location. Highland Heights Perkins Restaurant is available again for the February meeting. It was mentioned that the restaurant management will welcome the club for all future meetings.

The 2011 officers were elected unanimously:

President: Tom Klein  
Vice President: Jeff Niceley  
Treasurer: Anna Williams  
Secretary: Terri Laughlin

Cas and Tom Klein discussed future club tours. Tom mentioned a possible overnight Keeneland trip. Tom also recommended the addition of "Tech Tips" in meeting business.

Terri said the position of Sunshine Lady needed to be filled. Terri promptly volunteered. She said she can be reached on her cell: 859-802-7504. Also, the best way to be reached is email: [terriLaughlin@yahoo.com](mailto:terriLaughlin@yahoo.com) or on Facebook: Terri Hamblin Laughlin.

It was suggested the club get an American flag for future meetings. Terri Laughlin said that flags can be purchased from Senator Bunning's office. She will get a flag for the Club before she and Senator Bunning retire at the end of December.

Jeff suggested members get together during the week occasionally outside of the regular meeting times for evening rides.

Cas said the club should get in contact with nursing homes to bring the cars to residents as they always enjoy the cars and the company.

Respectfully submitted, Terri Laughlin  
Secretary, and aka the new Sunshine Lady

### NEWS YOU CAN USE

The location for the February meeting has been changed. The new location for the February meeting will be at Peewee's, 2325 Anderson Road, Crescent Springs, KY 41017, the phone number is 859-341-4977. Access is easy. If you exit I-75 north or south at the Crescent Springs/Buttermilk Pike, Exit 186, go west about half a mile on Buttermilk Pike to the intersection of Buttermilk Pike and Anderson Road. There's a Walgreen's on one corner and a BP filling station catty-wampus to the drug store. Turn right and go half a mile. Peewee's is on the right, right on Anderson Road, look for a large sign. (Formerly The Speakeasy Lounge) A private room accommodating upwards of 75 people is all ours.

*HENRY SAID IT - -*

"Don't find fault, find a remedy."

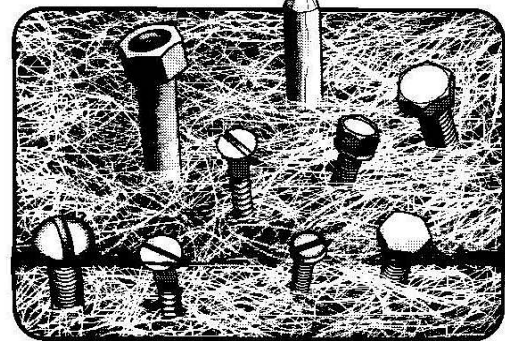
"There are no big problems, there are just a lot of little problems"

### TECH TIP

#### Furnace Filter & Spray Can Cap

Small bolts, nuts & screws are easy to paint using spray can paint, if they are supported by a piece of furnace filter as shown. Nuts can be supported by tapering a short dowel slightly on one end to support the nut, and tapering the other end enough to allow inserting it in the furnace filter. The dowels and filter can be used over and over without a buildup of paint on the surface.

If the paint on a screw, bolt or nut is marred while attaching to a vehicle it can be touched up very easily. Take the same paint can and remove the cap and spray just a small amount of paint into the cap, using it like a cup. Then dip into the cap with a small brush, and touch up the marred item. Paint in the cap can be wiped out or it on the can. The only clean up is cleaning the brush.



Lewis

Reprinted from *The AaaaOOogah* newsletter of the Ohio Valley Region Model A Ford Club, Dick Lewis, editor

# CARBIDE LIGHTS

**Jack Frost Tour – November 14, 2010**  
**Ed Faulkner**

We could have re-named the outing the “Coupe Tour”. There were a total of eight cars and 6 of them were

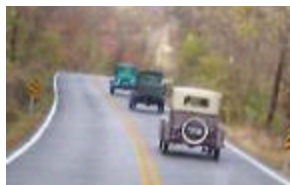


coupes – 2 Model T's, 3 Model A's and a '27 Chev. The other two cars were a Model T truck and a '66 Chevy Impala convertible. We



met at the Frisch's in Fort Wright and for so late in the year we were fortunate to have a bright sunny day.

Upon leaving the Frisch's, we bumped and ground our way along scenic Route 8 to the veteran Anderson Ferry,



which we used to cross the Ohio River to the shores of the great state of Ohio. We then proceeded west on route



50 through the sleepy towns of Delhi, Sayler Park, Addyston and North Bend, which brought us to the Indiana/Ohio border. We crossed the border without incident as the immigration lines were very short due to the fact that it was early on a Sunday morning.



Once in Hoosier country, we motored through the busy (due to the influx of tourists to the gambling boats) towns of



Lawrenceburg and Aurora, where we “picked-up” route 56 and proceeded on to Rising Sun. Once past this thriving metropolis (again, a gambling boat), we veered onto route 156, continuing our westward trek and finally made it past the third of the one armed bandit houses, Belterra Casino. We had previously managed to avoid the clutches of the sister casinos, Hollywood and Grand Victoria.

After a brief pit stop near Vevay, we re-crossed the Ohio River over the Markland Dam Highway, returning to Paradise – the Commonwealth of Kentucky. Once in more familiar territory, the caravan proceeded west on route 42, managing to find the lodge at the General Butler Park in Carrollton without incident.

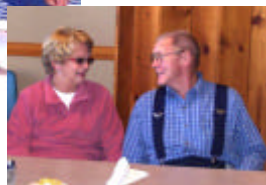
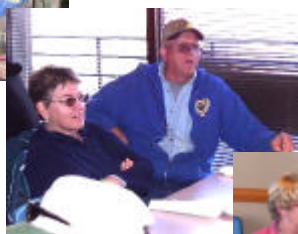


After a feast at the lodge's buffet, we gathered in the parking lot in preparation for the trek home. Rook & Janet, Tom, Ray &



Connie and Tom & Linda had commitments in the afternoon, so they decided to take a direct route back to NKY.

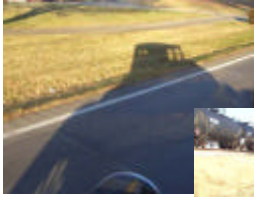
With those guys on their way, the remaining band of us started the return trip to civilization; we made our way through a couple of small towns and one missed turn (my fault). While I was consulting my road Atlas, Woody cut a switch for some dark purpose.



(Continued on page 7)

We made our way onward, arriving in Sparta for a bio-break. Roy & Anna left our band of road warriors there, heading home via I-71.

Down to three Model T's, we departed Sparta for the next phase of the journey, going through Glencoe, Verona and Walton, where we began the final leg of the tour, heading up Route 25 for home. All in all, it was a good day; the weather cooperated, there were no mechanical problems, the food at General Butler was tasty and ample and the camaraderie as always, was excellent! Thank you to all who drove the highways and byways on the annual Jack Frost tour. - Ed



Lebanon, Ohio Trip – January 2, 2011



On a very sunny, but very cold January day, several brave, but slightly off center, antique car buffs met at the Radisson Hotel in



Covington for what was the earliest *inside Editor's garage* tour of the year ever planned and executed by the Blue Grass Chapter. The date was January 2, 2011 and it turned out to be the smallest tour, in terms of the number of cars/people, in which I have participated since joining the club in 2004. The brave souls who met in the hotel parking lot included Roy & Anna, the Toms (Bauer & Klein sharing a car) and me, the tour leader and chronicler. The convoy consisted of a Model A Coupe and two Model T Coupes. Jeff & Mindy, although not able to go on the tour, did arrive at the Radisson in time to see us off and say "Bon Voyage" and "Stay warm."

Once the departure ceremonies were completed and the good-byes said, the caravan headed across the mighty Ohio River via the Clay Wade Bailey Bridge into downtown Cincinnati, traversing several downtown streets in route to the



main artery for the day, Reading Road (aka US 42). Once ensconced on our "via", we drove through Avondale, Roselawn, Reading (pronounced REDD-ing, and we did not see Congressman Boehner) and Sharonville, where stopped for a bio-break at the White Castle to meet Lee White and Phyllis and Pease; it just dawned on me why Lee picked that spot to meet us!



With the Ford models now in balance at two A's and two T's, we were able to continue our sojourn in peace, traveling through Mason, Pisgah (pronounced Pizz-GE) and finally reaching our designated destination at 11:00 AM. The antique stores



didn't open until after



12:00 PM and our lunch reservations at the



Golden Lamb weren't until noon, so we were forced to spend an hour at the Lebanon



Ice Cream Shop sipping hot chocolate and coffee! Tom and Linda Muth, who were unable to make the entire trip, met us at the ice cream

shop. When lunch time finally arrived, we were treated to an excellent meal with accompanying great service at the famed hotel and eatery; as a piece of trivia, the building is owned by the Portman Family, a member of which, Rob, is the new junior US senator from Ohio. Along those same trivia

(Continued from page 7)

lines, Rob's grandfather was the sales manager at Federal Colors Labs, which was the predecessor company to Sun Chemical, my employer. When Rob was the congressman for the 2<sup>nd</sup> District in Ohio, I never had trouble getting an appointment with him as he always enjoyed talking about his grandfather and Federal Color with me. I know, this is TMI, so let's get back to the tour.



After lunch, we toured the hotel, noting in which rooms the famous people had slept over the years. Once our food cravings and history curiosity were satiated, we moved on to the



serious part of the trip – antiquing! We spent about 1½ hours at the two largest antique malls, Broadway Antiques and Miller's



Antiques. There was a consensus, after touring both facilities, that the definition of “antique” certainly has gotten broader over the years. As a result, few purchases were made. Roy did find a swell straw boater chapeau.

As January falls in winter in the northern hemisphere, it gets dark fairly early, so we decided to head back south before the sun disappeared for the day. The Model A'ers felt the need to make the return trip in a more time efficient mode, so they elected to use the interstate system. Those of us in the really old cars pattered back toward NKY on the same route that we used on the outbound part of the tour. We arrived back across the river in plenty of time to beat the darkness with no mis-haps or breakdowns! All in all, it was a good trip and we could not have asked for better weather for the start of January! - **Ed Cetera**

YOU AUTO KNOW SNIPPETS

In 1914, in an apparent backwards move, Chevrolet stopped building six cylinder engines to build four cylinder models. They would return to the six cylinder model but not until 1929. In between they flirted with a V-8 engine in 1917 and early 1918.

In 1922 Chevrolet offered an air cooled engine but it was fraught with manufacturing difficulties and few sales were made. Those sold were taken back or refitted.

In 1916 William Crapo Durant succeeded Charles w. Nash as president of General Motors Corporation. Nash would go on to found his own motor car company a short time hence.

Long a pet project of Henry Ford, the Ford Motor Company introduced its new Fordson tractor in mid-1916.

In 1917 the Nash car succeeded the Jeffery. From the first Nash built an overhead valve engine, probably on account of Mr. Nash's years as president of Buick Motor division of General Motors. In an odd juxtaposition of names and colors, the president of the White Motor Company of Cleveland is Mr. Robert Black.

In 1919 speed fiend Ralph DePalma established a new world's speed record of 149.8 miles per hour on the well known Florida beach in a Packard “905”. DePalma later came to Denver and gave an exhibition speed drive on Logan Street in the heart of the residential section. He was timed at over 100 miles per hour on this boulevard, much to the amazement and excitement of the thousands of the spectators who lined the sidewalks.

In 1920 Pierre F. DuPont, of the wealthy Delaware chemical family, became the sixth president of General Motors Corporation.

In this same year, Horace and John Dodge, the famous Dodge Brothers succumbed to illnesses. Another automotive pioneer's shade also passed into eternity. Elmer Apperson, manufacturer of the famous Epperson Jackrabbit among other models died.