



OAK SPOKES



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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. Contributions and comments are solicited and appreciated.

MINUTES FOR FEBRUARY 2011

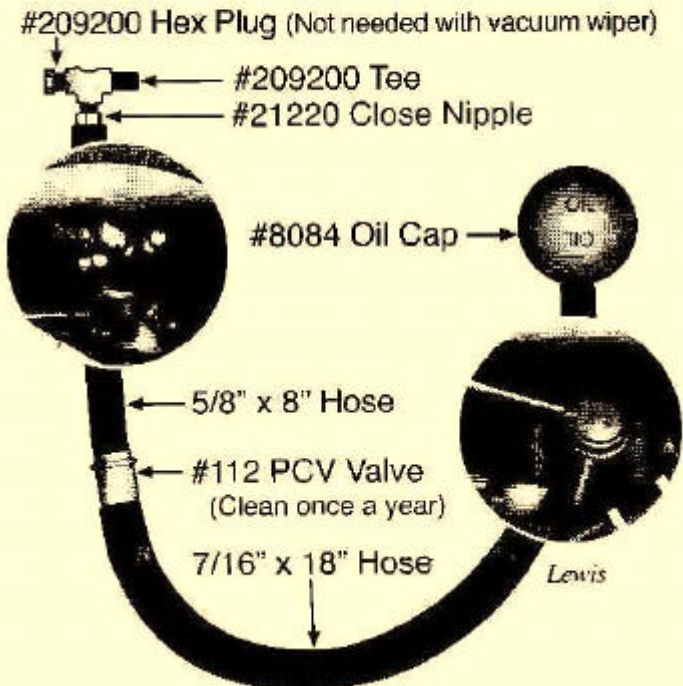
Minutes for the February meeting were not available at press time.

AUTO QUIZZLER

- Which automobile was the infamous John Dillinger's favorite car to steal?
a) Ford b) Chevrolet c) Buick d) Packard
- What year did Studebaker introduce snap-on fender skirts?
a) 1900 b) 1915 c) 1934 d) 1955
- What auto company became the third place automaker in 1928?
a) Ford b) Chevrolet c) Chrysler d) Buick
- What year were rear-view mirrors standard equipment on production cars?
a) 1908 b) 1916 c) 1930 d) 1955
- What year was the first speeding ticket issued in the U.S.?
a) 1895 b) 1900 c) 1902 d) 1915

TECH TIP

This simple to make and easy to install PCV system can be produced for around \$20.00. The advantages are cleaner crankcase oil, elimination of "blow by" from the crankcase oil filler pipe and less pressure on the rear main oil seal. The part numbers listed are from O'Reilly Auto Parts but all components are standard auto part store products so there should be no problem purchasing them at your favorite auto store.



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

LEADED GASOLINE SAFE

Tetraethyl leaded anti-knock gasoline fuel may now be used with perfect safety in your automobile. Consternation created a few months ago, when reports of its poisonous effects caused it to be withdrawn from the market, is allayed by a report of a special committee of the United States Public Health Service which has been investigating the compound and its consequences.

Two hundred and fifty-two men were examined, most of them car owners and users and garage

employees in Dayton, Ohio, some of them handling gasoline treated with the lead and some of them untreated gasoline. The conclusions reached were that the anti-knock compound itself is dangerous in concentrated form and must be handled with great caution, but the treated gasoline is safe to handle and use as fuel.

When the lead compound is again put on the market, it will be labeled "motor fuel" instead of gasoline. Clearly distinguished in this way, you will use it only for fuel and not buy the lead-treated gasoline for cleaning, in which case you might run a risk of poisoning by absorbing the lead through the skin.

Anti-knock fuel is the result of years of labor of American engineers and chemists. It is good to know that this improved fuel can be used without injury. *From Popular Science Magazine, May, 1926*

FORD JOKES

GERT: Heard your man has give up fishin'.
MYRT: Yup, but he still uses the same language fixin' the tin lizzie.

FRANK: Have your eyes ever been checked?
HANK: No, they've always been brown.

JOE: I wish you'd make bread like my Mother did.

FLO: I wish you'd make dough like my Father did.

DISA-N-DATA

The April meeting will be at Peewee's in Crescent Springs, Tuesday, April 19, 2011.

Your Motor Is In Constant Danger

The motor of your car represents from \$200 to \$1,000 of your money. Good business sense demands that every precaution be taken to protect it from the danger of injury that constantly threatens it.

If the motor were in open view where the driver could keep his eye on it, no protective device would be needed. But it is hidden from sight under the hood. It is so easy for it to become overheated from causes which the driver can seldom detect—such as leaky radiator, open drain cock, broken fan belt, etc.

This overheating is the danger that continually threatens the motor. But it can be effectually guarded against by a simple, inexpensive device—the Motometer.

Just as soon as motor trouble starts, the temperature

in the radiator rises. The Motometer registers this rise in temperature and gives you instant warning by the mounting of its red column to the danger point.

Leading cars have already adopted the Motometer as standard equipment. Practically all the famous racing drivers use it. Every business-wise motorist who knows about it realizes the wisdom and economy of investing \$5.00 or \$10.00 to protect \$200 to \$1,000.

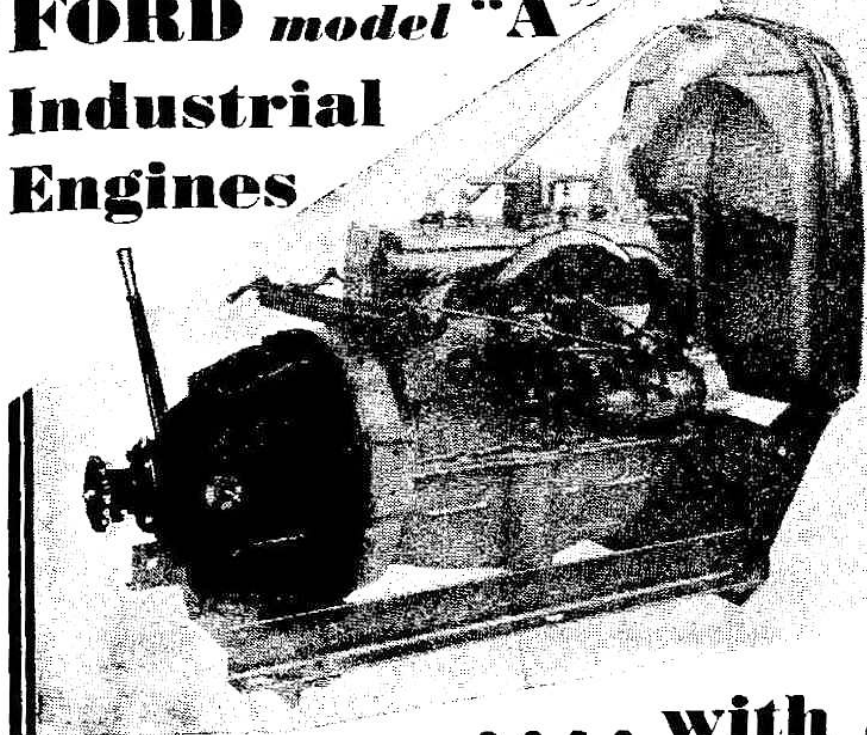
The Motometer offers dealers a splendid sales opportunity. The demand for it is already large and is bound to increase rapidly. Write for exclusive agency proposition.

Booklet free on request. Write for copy today. If you're a Ford owner, ask for special booklet, "Safeguarding the Ford Motor."

The Motometer Co., 1790 Broadway, New York

Accessory Of The Month

FORD *model "A"*
**Industrial
Engines**



.... with a
TWIN DISC *heavy-duty*
POWER TAKE-OFF

Get the facts. *Twin Disc Clutch Company,
Racine, Wisconsin.*

TWIN DISC
CLUTCHES

*Write for
prices and
discounts*

May, 1931

BRASS POLISHINGS

A Schedule of events for 2011

MONTH	DATE	EVENT	CHAIRMAN
APRIL	April 19	Regularly scheduled meeting at Peewee's	Tom
MAY	May	Pioneer Park Benefit	
	May	Memorial Day Parade in Bellevue	Terry and Glenna
JUNE	June	Berry Festival at Berry, KY	Ray and Sam
	June 21	Regularly scheduled meeting at Peewee's	Tom
	June	Carmel Manor Visit (tentative)	
JULY			
AUGUST	August	Augusta Festival (tentative)	Sam and Ray
	August	Georgetown, OH Car/Machinery Show	Cas and Gary
	August 16	Regularly scheduled meeting at Peewee's	Tom
SEPTEMBER	September	Pride Park in Taylor Mill (tentative)	
	September	Dinsmore House	Roy and Anna
OCTOBER	October	Fall Foliage Tour	Rick and Sue
	October 5-8	HERSHEY, need I say more ?	
	October 18	Regularly scheduled meeting at Peewee's	Tom
NOVEMBER	November	Jack Frost Tour	Ed
DECEMBER	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.

NOT EXACTLY AUTO RELATED, BUT - -

In the early days of radio, Cincinnati was in the vanguard of progress and had many broadcast stations. Some have come and gone, while others remain. Call letters often had a message to convey. WKRC came from Kodel Radio Corporation. WLW allegedly came from World's Lowest Wages, WCKY originated in Covington, Kentucky. WLAC in Nashville was for Life And Casualty, an insurance concern. Also in Nashville, WSM stood for We Serve Millions, another insurance business. WLS up Chicago way was put on the air by Sears, Roebuck, and Co. It stood for World's Largest Store. According to fairly well substantiated reports housewives heard the station on clothes lines and downspouts, a few souls claimed to pick up the signal through their metal bridgework. It was true that during W.W.II its broadcast were heard throughout the European continent.

HENRY SAID IT - -

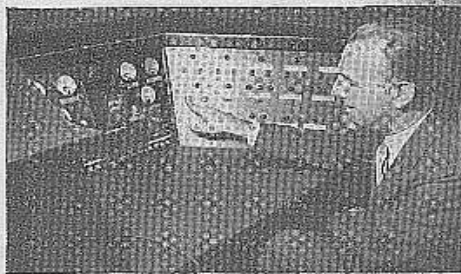
"When everything seems to be going against you, remember that the airplane takes off into the wind, not with it."

"Before everything else, getting ready is the secret of success."

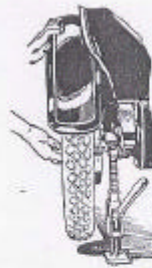
101 TIPS FOR THE AUTOIST

**GIGANTIC RADIO STATION HAS
500,000-WATT POWER**

NEARING completion as this issue went to press, the world's most powerful radio transmitter will soon be heard by fans listening in on the 700-kilocycle channel between one and six A.M., Eastern Standard Time. Permission has been granted station WLW, Cincinnati, Ohio, to install the set and conduct experimental broadcasts with its full 500,000-watt power, which is ten times that of any commercial broadcasting station in the country. Its normal service range will be 2,500 miles, and under favorable conditions it is expected that listeners anywhere on the globe will be able to pick it up. A million gallons of water a day will cool the tubes of the mammoth transmitter. The largest-windup transformer ever built, weighing 100,000 pounds, is a part of its equipment. The trials will test the theory of its builder, Powell Crasley, Jr., that such mighty power can be harnessed to the ether without interfering with local stations, and that it will successfully override all static in carrying clear programs to listeners far outside local broadcasting areas.



This 331-foot vertical antenna will transmit broadcasts from the world's most powerful radio station. Inset shows the master control panel to be used during initial tests.



It is not advised that the motorist make adjustments in his ignition system. Let your service station do that for you. Keep your plugs clean and their points adjusted to the proper clearances.

In the first place, test out the compression of each cylinder by means of the hand crank—make sure each cylinder has the necessary compression bounce or spring. Listen for a leaky valve or piston ring leak—you can readily hear the compression blow by.

See that all four wheels are tracking true—make sure the front wheels don't toe-in more than three-eighths of an inch at the maximum. Jack up all the wheels and test them for binding. See that the brake linings ride clear of the drums.

See that the tires are inflated to the pressure specified by the maker.

Above all, don't forget to return the choke to its normal position as soon as the motor will take it.

And remember that the miles per gallon that you get from your car depends upon the car itself, the motor, the gasoline, the driver and the conditions of operation.

Generator

Consult instruction book for your particular make of generator.



A generator demands little attention, but it should have it at regular intervals. Twice a month put three or four drops of cylinder oil in the oil wells. Do not for any reason put oil or grease on the commutator.

It is a good plan to clean the commutator when it becomes gummed. Crocus cloth can be used to advantage if the copper surfaces are thoroughly wiped with a cloth—never use emery or sand paper for cleaning commutators.

ed. note: does anyone know what is the difference between crocus cloth and emery paper ?

Answers to AUTO QUIZZLER on page 1

1. Ford cars 2. 1934 3. Chrysler Corporation 4. 1916 5. 1902

CARBIDE LIGHTS

AUTOMOTIVE HISTORY AT A GLANCE



Big Bill France on the beach at Daytona for the first-ever Stock Car race there in 1936. He finished, ahem, fifth in his 1935 Ford coupe. It's good they didn't remove the horns.

March 7, 1936 Down at Daytona

Daytona Beach, Florida, staged its first race strictly for stock cars on a combination beach and public roadway course. The race is remembered as the impetus for today's NASCAR. However, race or no race, NASCAR never would have come into being without the efforts of Bill France. Having moved to Daytona in 1934, Bill France opened a garage there. He fixed and raced cars, finishing fifth in Daytona's original race. The city claimed it lost money on the event and enthusiasm for city-sponsored racing waned. The next year the Daytona Elks persuaded the city to stage a Labor Day road race for stock cars. The city lost money again. At that point Bill France and local club owner Charlie Reese took over the promotion for the Daytona race. With Reese's money and France's work, the race established itself as a successful enterprise. Racing halted during the war, but afterward France returned to Daytona Beach and persisted at race promotion. Reese died in 1945. France went on to promote races all over the South. In 1946 he staged a National Championship race at the Old Charlotte Speedway. A news editor objected to France's calling a race a National Championship without any organized sanctioning body. France responded by forming the National Championship Stock Car Circuit in 1946. On December 14, 1947, France called a meeting to re-organize the growing NCSCC. Racing officials gathered at the Streamline Hotel in Daytona Beach to hear France call for major changes in the operation of the circuit. He demanded more professionalism and suggested that the organization provide insurance for drivers and strict rules for the racecars and tracks. A new organization to be incorporated later that year as the National

Association for Stock Car Auto Racing (NASCAR) emerged from the meeting, with Bill France, former mechanic, as president.

April 26, 1906 Pierce purchases land for new facility

The George N. Pierce Company purchased a 16-acre plot of land that had been the site of the 1901 Pan American Exposition with the intention of making the site their new production facility. In 1872, George Pierce of Heintz, Pierce, and Munschauer, a houseware manufacturing firm whose products included birdcages, bought out his two partners and reorganized the company as the George N. Pierce Company. By the mid-1890s, the company had begun manufacturing bicycles; and when car production began in the late 1890s, company executive Charles Clifton began investigating the possibility of entering the industry. The summer of 1900 saw the company's first car produced, a steamer that turned out to be a dismal failure. Clifton traveled to Europe, and returned insisting that Pierce purchase DeDion gasoline engines for car production. Pierce's first production car was the Motorette. The car enjoyed great success in reliability trials, and it established Pierce as a dependable brand in the early car market. In 1904, Pierce took a giant leap forward when they produced their first Great Arrow. The four-cylinder Great Arrow sold for \$4,000, making it a luxury car. Pierce rode the success of the Great Arrow for the rest of the first decade of the century, and, in 1909, the company changed its name to Pierce-Arrow. Pierce-Arrow established itself as the only car company to exclusively produce luxury automobiles, and for the next few decades it would battle Packard in that marketplace. The company is credited with being the first car manufacturer to bring aesthetics to the forefront of the marketing race. Pierce-Arrow employed major working artists including N.C. Wyeth and J.C. Leyendecker to render their cars on advertisements that were literally works of art. By 1915, Pierce-Arrow had established itself at the highest echelon of the luxury car market. Its cars brought with their fine aesthetics a 6-cylinder 824.8 cubic inch engine, America's biggest production engine ever. Pierce-Arrow remained a profitable name throughout the 1900s and 1920s, although sales fell steadily due to the company's unwillingness to modernize its 6-cylinder engine. The Depression buried Pierce-Arrow. Thus, when Time Magazine published their piece on the company they entitled it "From Birdcages to Bankruptcy." Still Pierce-Arrow enjoys a prominent place in car history as America's first great luxury marque.



Percy Pierce at the wheel of a 1905 Great Arrow