



# OAK SPOKES



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## BLUEGRASS REGION OFFICERS 2010

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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.

## WEBSITES

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

Also visit the national website, <http://www.hcca.org>.

## MINUTES FOR JUNE 8, 2010

The meeting was called to order by Ed Faulkner, President.

Bob Collins led the Pledge of Allegiance to the Flag.

TREASURER'S REPORT: Ann Williams, Treasurer, was absent due to family obligations. She emailed a copy of the minutes ahead of time to Ed Faulkner and Terri Laughlin. Ed and Terri did not have copies of the Treasurers' report with them, but Ed said the total is around \$900.

MINUTES: Tom Bauer put a copy of the April 20, 2010 minutes, in the *Oak Spokes*

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**FOR SALE**

1919 Model T engine. Valves recently ground and bearings taken up. Runs well, asking \$500  
Two sets of 1913 - 1914 rear axle housings. Both sets were sandblasted, vatted, and primed. One set was also painted with black catalyzed enamel. \$150 for the shiny black set, \$125 for the primer set.  
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



1927 Model T roadster, rebuilt engine, new top, new seats, has wire wheels, car runs and drives great. Asking \$11,200  
Greg Morehead  
859-322-9540



Numerous Kentucky and Ohio license plates for most years. Also have some years for other states.

Ray Mauer 859-363-8880 or [rmlm@fuse.net](mailto:rmlm@fuse.net)

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)



Genuine Bluegrass Region windshield decals. Original artwork, multi-colored. Only \$3., special discount for multiple sales. Cash talks. Kindly see Ray

Mauer before, during, and/or after meetings.

**BY THE WAY - - -**

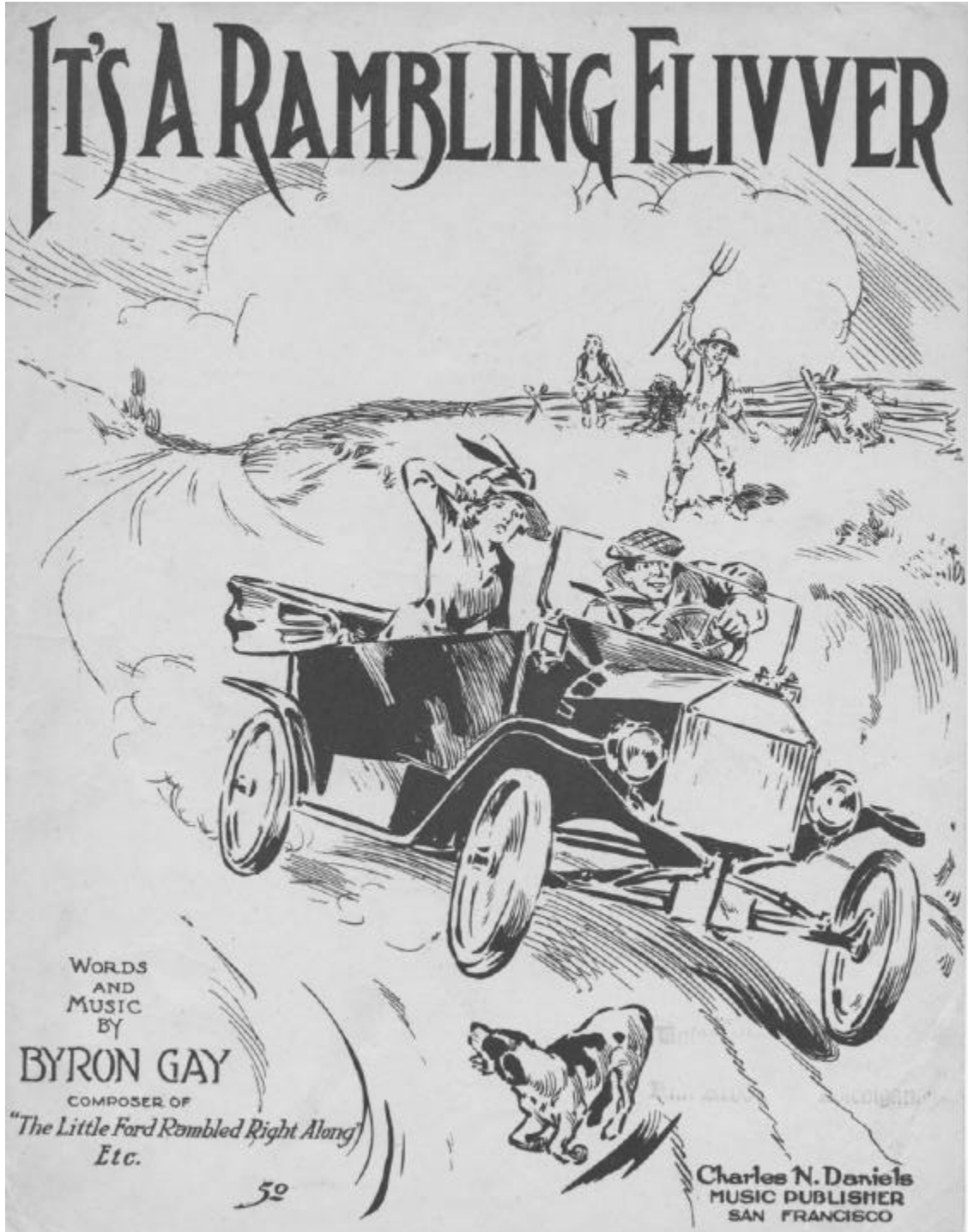
You know what they say about an idle mind? Well, here goes. If you look very closely at the motorcar on the cover of our national HCCA magazine The Gazette, between the spoked wheels you will see three vertical lines, followed by three horizontal lines followed by three vertical lines. To determine this I needed my Captain Midnight combination 10X magnifier and decoder ring I got for 25¢ and three Ovaltine lid liners. Or was it 3¢ and 25 lid liners?



To make a short story longer, a few months back we got a supplement to the national membership roster. The cover has been scanned and abridged to more clearly show the lines, and is included above.

Here's the inside skinny on the mysterious runes.. They are an artistic rendering of the initials of the late W. Everett Miller. In 1942 and 1943 Mr. Miller was president (the third) of the then fledgling Horseless Carriage Club of America. He also designed the unique and novel font used on the cover of the Gazette. Thanks go to John C. Meyer III, editor of the Gazette for the foregoing information.

# Accessory Of The Month



WORDS  
AND  
MUSIC  
BY  
**BYRON GAY**  
COMPOSER OF  
*"The Little Ford Rumbled Right Along"*  
Etc.

50

Charles N. Daniels  
MUSIC PUBLISHER  
SAN FRANCISCO

# BRASS POLISHINGS

## A Schedule of events for 2010

MONTH	DATE	EVENT	CHAIRMAN
AUGUST	August 15	Georgetown, OH Car/Machinery Show	Cas and Gary
	August 17	Regularly scheduled meeting at Walt's Hitching Post	
SEPTEMBER	September	Pride Park in Taylor Mill	Roy and Anna
	September	Dinsmore House (tentative)	
OCTOBER	October	Fall Foliage Tour	Rick and Sue
	October 7-10	HERSHEY, need I say more ?	
	October 19	Regularly scheduled meeting at Walt's Hitching Post	
NOVEMBER	November	Jack Frost Tour	Ed
DECEMBER	December	Christmas party/meeting at the Greyhound	Tom Klein

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.

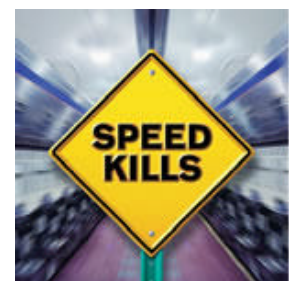
### AUTOMOTIVE HISTORY AT A GLANCE

#### **July 21, 1904 and 1925 Rigolly and Campbell Set Speed Records**

On this day in 1904 Louis Rigolly, driving a fifteen-liter (915 cubic inches) Gobron-Brillie machine on the Ostend-Newport road in Belgium, became the first man to break the 100 mile per hour barrier in a car by raising the landspeed record to 103.55 miles per hour. On the same day in 1925, Sir Malcolm Campbell was first to best the 150 miles per hour mark when he drove his Sunbeam to a two-way average of 150.33 miles per hour at the Pendine Sands in Wales.



*Sir Malcolm Campbell in knickers*



## OAK SPOKES

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newsletter. There were no additions or corrections, minutes were accepted, unread.

SUNSHINE REPORT: Mary Lu Mauer was absent. Ed mentioned that the two, who should be in the Sunshine Report were present at the meeting, Ruth Fry and Sue Nicholson. Both are recovering from recent knee replacement surgeries.

OLD BUSINESS: Ed thanked Bob Collins for filling in at the last meeting, when Ed was delayed leaving Paris, due to the volcanic ash and the Paris airport grounding planes.

*Decals:* Ray Mauer was absent from the meeting, and SEVERAL members brought money for decals.

*Members' Directory:* Roy Williams updated and printed off copies of the new membership directory. All members present were given a copy. Ed thanked Roy for his hard work.

*Club Filing Tax Return:* Again, Ed brought up the subject of the club being required to file a tax return. Ed spoke with his accountant. The accountant said that there is no reason for our club to file taxes, as we are only a social organization, even though the club is part of the national organization. End of that discussion!

*National Website Calendar:* Ed announced that the National website, [www.hcca.org](http://www.hcca.org) <http://www.hcca.org>

*Augusta Tour* Ed led 16 cars to Augusta. 8 met in Silver Grove, and met 8 more cars at the AA Marathon.

Tom Klein and Ed had some Mothers' Day shopping fun. The Mystery visit was a trip to the Lavender Farm located off Rt. 10 on Priney Road. Sam informed Ed at the meeting, that pepperoni is actually made from goats. After the group visited Augusta, they made a stop at "Woody's" ice cream parlor. It was a beautiful, cold day.

*Memorial Day Parade:* Terry and Glenna were not at the meeting. Sam said everyone got to see Tony's collection after the parade.

*Berry Festival* 10 cars went to Berry Festival. It was a very hot day. Tom Bauer had to fix a fan belt during the tour.

NEW BUSINESS: *Madeira, Ohio Parade, Friday, July 2, 2010, 6:30 p.m.:* Bob and Cindy Collins will lead the

group. This will be Madeira's 100<sup>th</sup> year anniversary parade. Our group will meet at the Newport Peace bell at 2:30 p.m. Then depart for Kenwood shopping center. Meeting time, 3:30 p.m., then travel to Choo Choo's Restaurant.

*Christmas Party:* Ed asked for a volunteer to plan the Christmas party. Ray is retiring from that job. Tom Klein volunteered to chair the party.

*Carmel Manor and Pride Park:* Bill and Jane Portier are not organizing Carmel Manor event this year. Ed is looking for volunteers for Carmel Manor and Pride Park.

*HCCA Membership Contest:* The national HCCA is holding a membership contest, awarding a 1<sup>st</sup> and 2<sup>nd</sup> place prize for any club with the most new members. 1<sup>st</sup> prize is free accommodations at the National convention.

*Centerville Tour:* Ed said he definitely is planning the Centerville overnight sometime in August. He spent over seven hours laying out the trip already!! He is planning a visit to the Model T museum, antique shopping, and lunch in Metamora that weekend.

### MISCELLANEOUS

Ed mentioned he has membership applications and HCCA magazines available for prospective members.

Ed will be sending details to all members regarding the August 15<sup>th</sup> Georgetown Farm Machinery Show. Cas and Gary will lead the tour, and meet at Kellogg Park 9:30 a.m.

Ed announced the next club meeting will be August 17<sup>th</sup> at Walt's' Hitching Post.

Dick Middendorf announced that Sheriff Korzenborn wants old cars from every decade in the Fort Mitchell 100<sup>th</sup> anniversary 4<sup>th</sup> of July parade. The parade date is July 3<sup>rd</sup>.

Ed reminded everyone the Madeira parade is July 2<sup>nd</sup>, Fort Mitchell July 3<sup>rd</sup>.

*SPLIT THE POT* Gary Daley said there was \$53 in the pot. Terri Laughlin's name was drawn. Terri received \$27, and the club \$26.

**ADJOURNMENT** With no further business, Ed Faulkner adjourned the meeting.

Respectfully submitted. Terri Laughlin, Recording Secretary

# CARBIDE LIGHTS

## BELLEVUE MEMORIAL DAY PARADE May 31, 2010



The Dayton-Bellevue Memorial Day Parade and Tour went off without a hitch. Nine cars with a driver and several riders waited patiently to participate in the parade. As usual, we were the final attraction – it seems like they save the best for last! After the parade, we regrouped at the Dairy Queen in Wilder where we picked up two cars and lost one for the tour. So after a delicious and nutritious lunch, we headed south on Licking Pike. After a few twists and turns and one slight delay for Gary and Cas to pick up a lost shock, we made our way to Dry Ridge. Here we stretched our legs and rested our backs and then decided to head toward Tony Depew’s house to see his car collection. Everyone enjoyed this side trip and was impressed with the cars he has accumulated in the last few years. Since Tony didn’t have much in the way of refreshments, we made our way toward Perkins in Florence for our final stop – dinner! We enjoyed some good food, good company, and good conversation before splitting up and heading home. In spite of threats from the weathermen, we had a beautiful day. Thanks to all who participated. - - *Glenna Mullen*

### AIN'T IT THE BERRY?

A Tour To Berry Kentucky June 5, 2010

Lee and Phyllis in their A-400 Model A met up with Terry in his Model A coupe and your cubby reporter in his Model A coupe at Remke’s Market lot in Taylor Mill. We may have been in Model A’s, but we sure drove slowly. We were headed for the



rendezvous at the Shell filling station in Butler. We all must have simonized our watches pretty well. Greg dropped over the hill from Fiskburg and was fuelling his Model T roadster pickup just ahead of the arrival of the NNKY contingency. Awaiting us were Rook and their Model A



Janet in slant window sedan, Bobby in his Model T touring, Ray and Connie in their Model T touring, Woody and Paula in their Model T orphan truck, and Sam in his Plymouth roadster. Rook and Janet made good time to the rendezvous, considering how far they had to drive to get there.



We took our leave of the shell station and for a few minutes/miles it was familiar roadway. Then, we made a key turn and in a few minutes I wouldn’t say I was lost but I was highly bewildered. Competing with the rattles in my coupé the notion rattled in my miniature mind that we’d hit something I recognized, but no. Our road paralleled one of the several branches of the Licking River. It was obvious by the color of the water that up stream, there had been some serious rain in that the water was too thick to drink and too thin to plow.



We had some bodacious hills to negotiate but the little T’s chuckled right along with nary a miss of the beat, er, sparking plug. The old transmission bands got a real workout.

One time before a late-season ball game during the 1925 campaign the Yankees were playing the Wash-

*(Continued on page 7)*

ington Senators, first in war, first in peace and last in the American League. Babe Ruth was introduced to President Calvin Coolidge. Never at a loss for words, the Babe remarked as he mopped his brow "Hot as hell ain't it, prez?" Well, more fitting words to describe Saturday's temps were never uttered. Thankfully, the roads were largely bathed in shade for a goodly portion of the drive. Shade is good. Most of the roads were surprisingly smooth. Since our last foray over some of these lanes a lot of blacktop has been put down. If our oldies had had the benefit and luxury of the roads today back then we'd likely still be driving Model A's and T's. And Plymouths. O.K. and Chev's. And if all the automobiles were pink, we'd be a pink car nation.



Midway between two points of interest, interesting only in that nothing of interest had ever happened there before, the fan belt on yours truly's Model A shredded. When the fan stopped fanning, and the alternator stopped alternating and the pistons er, slowed going up and down, a pullover was in order. Faster than a speeding herd of turtles the problem was diagnosed and the cause was laid at the feet of the alternator now in place, rather than generator originally on the Model A. Running an alternator has also been linked to the hole in the ozone layer as well as male pattern baldness. Al Gore has been alerted. Bless his heart and other organs, from under his motorcar's front seat Terry proffered a well-used, but nonetheless usable (and greatly appreciated) fan belt. Lesson learned by the grasshopper. Faster than you can recite the Chinese alphabet twice, the old belt was off and the new, um, used was on. Woody later confessed that he too had had a small mechanical issue but was able to address it during the interval the fan belt was being replaced. Would a double golden coconut award be appropriate here? I would say so. Ever on the alert, in the sojourn, Janet espied some suspicious bones along side of the road. Sam was worried that if they were human, we'd be there all day with official reports and such. Some judicious probing with a branch proved out that they were turkey bones, so off we went.

Taking a very scenic but circuitous route to Berry, we covered quite a few miles. It seems even further when any second you're waiting for your used, but appreciated, fan belt to let go. It'll keep you on your toes, let me tell you. The car show got under way with our



arrival there. Other than our cars, there was a really nice 8N Ford tractor and a '56 convertible Chev of dubious customizing. Recalling Rook's ruts in the soft earth from last year, we decided to park on the graveled portion of the show lot. In the always hard-fought Mayor's



Choice category, Lee and Phyllis' A-400 convert came away the winner. I got a swell dash plaque.



The judging took place while we were up town, just past the railroad tracks (the L&N doesn't stop here anymore) and the city limit sign. Just about everyone opted for soup beans and cornbread, ever though the pone looked suspiciously like a pancake. Others added either a country ham sandwich, hot dog, or fish sammich. We are just 19 years shy of having gone to the Berry Festival for 25 years. In this time the overall quality of the fest has declined, but this year seemed a bit perkier than last. There was a parade, but none of the Horseless Carriage group participated this year.



Once we'd had all the fun we deserved for one festival, we took our leave and left. Lee and Phyllis had other irons in the proverbial fire so they headed for U.S. 27 and Cincinnati. Greg, Rook and Janet likewise had other things on their grills to cook so

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they headed for home. If wasn't all that far to Cynthiana, about 20 miles, so we headed there for a fuel/pit stop. Yours truly took the opportunity to head for the local NAPA store and secure a new fan belt. Not that Terry's wasn't appreciated, but used is used. True to form Terry's belt performed flawlessly all the way home and beyond.



Out of Cynthiana, we hit U.S. 62 and headed generally toward Dana's

General Store for the best ice cream in a 5 mile radius. Their ice cream is hard as Chinese arithmetic. No air filled fluff here. It's real, hand chiseled fare. Dana's is in Berlin. Locally it's pronounced **BER**-lin. You order your ice cream in the back where Dana skillfully scoops up your order. We consume our frozen confections in the back room. When you leave you pay up front on the basis of what you tell the cashier lady you had. You got to love small town America.

There was a cruise in about 5 miles past Dana's and Sam and Bobby were going to stop there. Woody and Paula, and Ray and Connie were mulling it over. Terry and I decided to scorch the highway to Taylor Mill.

We traveled many new (to us) roads that were thankfully well shaded for the most part. Even Sam allowed there were some he'd not been on prior to laying out our course. More than a few clubs have disbanded due to a lack of areas and roads suitable for old cars. We're lucky in this area to be able to "get away from it all" in so few miles.

Late afternoon showers and storms had been predicted for the Bluegrass Region touring area, but we managed to skirt around several squalls. There was rain all around us, but it missed us. It was just hot, hot, hot. But it was hot back when our machines were new, so there.

Crops are looking good, so far. The corn will have no problem being "knee high by the fourth of July". Victory gardens are well on their ways to producing some great veggies. Lots of tobacco had been set and was growing like a weed. Which it is after all. The evils of tobacco are well documented, but still, the sight of a well manicured field of "backer" can evoke nostalgic memories.

We covered a lot of miles, given the miles to get to

the respective rendezvous points, the tour itself, plus the drive home. 200 miles might not be an unrealistic assessment of how far we traveled. We did encounter minor mechanical snags, but they weren't weather related. Certainly nothing befell anyone worthy of a Golden Coconut Award. Sorely missed was our Yellow Beacon motoring last in our queue, but next tour... ..

Thanks to Ray and Sam for a fine job of laying out a tour route. They drove most of the tour mileage again just prior to the run to make sure all the roads and bridges were open. You never know on some of those back roads after spring storms and flooding. You might have noticed the big oak tree that had been cut from one road. It had blown down in a storm Friday. - - **Len C. Doyle**

### **PRESIDENT'S MESSAGE JULY-AUGUST 2010**

When I first got involved with antique cars 7 years ago, the thing that attracted me most to the HCCA Bluegrass Chapter was the number of tours/events that the club did annually. While our dinner meetings are fun and the Christmas party is great, it's getting the old cars on the road and driving them on the back roads of Kentucky, Ohio and Indiana that is the essence of the hobby - at least it is in my opinion. I have heard how of the how a local chapter of a national club went virtually dormant because the numbers of tours dwindled down to a trickle.

Over the last couple of years, some of our traditional tour organizers have retired from doing them and, as a result, I've noticed a sharp decline in the number of dates our activity calendar this year. As I write this in July, we have had a total of 5 club events in 2010, while in 2009 there we had 9 in the same period of time. We also have fewer tours scheduled later in the year than we have had in the past. So, we need members to step up and organize a tour.

Planning, organizing and leading a tour is really pretty easy. I'm offering my services to help anyone who wants to lead one, but doesn't know how to get started. I'll be happy to help pick a destination, plan the route on paper by using maps and atlases and then drive the roads to confirm that the reality matches the maps! Please don't hesitate to call me and we'll get started!!

The next meeting is scheduled for Tuesday, August 17<sup>th</sup> at Walt's Hitching Post. I'll look forward to seeing all of you there. - **Ed**