



# 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](http://www.oldtin.net). Contributions and comments are solicited and appreciated.

## WELCOME NEW MEMBERS

At the first chance you get say hello to our newest members. They would be Bob and Cindy Green. They are a two Model A Ford family having a 1931 slant window Town Sedan and a 1929 coupe. They've been on a few tours as guests of Lee and Phyllis so a lot of us already know them.

## MINUTES FOR JUNE 21, 2011

**SUNSHINE REPORT:** Bart Wahle announced he is recovering well from a benign brain tumor  
**MINUTES:** Members had read minutes in the newsletter and accepted the minutes without changes or corrections

FOR SALE

1923 Buick Model 55 Sport Touring. 124" wheel base, six cylinder engine, dark maroon body, black fenders, restored wheels, new tires, new black leather interior, redone water pump, re-nickled grill shell, much detail work done, only needs final assembly

Tom Currin (h) 859-331-2577 (w) 859-356-6145



PLEASE NOTE: the Buick pictured here is a REFERENCE picture only, this is NOT the actual car.

1931 Model A 4 Door Sedan for sale: Great driving car with smooth running engine. Maroon, black trim, Mohair interior. Restored red wheels and front and rear brakes with new cast iron drums by Tom Mack . Four new Firestone WSW tires, DSM w/SS covers, Stone guard, MotoMeter, cowl lights, trunk rack, trunk, safety belts, turn signals, tube shocks, Float-a-Motor mounts, battery disconnect switch, 6 V alternator, Safety glass, rebuilt radiator.

NEW PARTS: carburetor, distributor, coil, high compression cylinder head, Aries muffler, starter, starter switch, water pump, aluminum fan, horn, 6V Optima battery. \$15,000 Ed Barrett 513-300-9070 (cell) 513-474-0822 (home) email: [rebarrett@mac.com](mailto:rebarrett@mac.com)



1931 Model A Victoria. Very good shape. Aftermarket fiberglass front fenders. Asking \$16,000. Call Ken @ 502-762-9893 (Louisville)



CHEVY PARTS BONANZA

- 61-62 Impala SS Dash Grab Bar – Chrome w/Red Vinyl Average \$125.00
- 62 Impala SS Rear Qtr Emblems – Original Good \$50.00
- 63-64 Impala Delco Factory AM/FM Radio – All buttons work, correct knobs and bezels for both 63 & 64 models. Includes spare AM radio for parts. Excellent \$950.00
- 63 Impala SS Rear Qtr Emblems – Original Good \$50.00
- 63 Impala SS Rear Qtr Emblems – Repo (white inserts) Excellent \$35.00
- 63 Impala Custom Features Price Manual – original Average \$20.00
- 63 Impala Owners Manual –Original Good\$30.00
- 63 Impala Convertible Top Manual (2) Fair \$10.00
- 63 – 64 Impala 327 Fender Flags – Original - 1 pair Good \$40.00
- 63-64 Impala Upholstery Ring Kit Mint \$20.00
- 63 Impala SS 14 in wheel covers – also fits Nova SS – set of 4 Fair \$40.00
- 65 -66 Impala SS 14 in wheel covers – also fits 66-67 Nova SS - set of 4 Good \$100.00
- 63-64 Impala Heater Knob Average \$5.00
- 84 Monte Carlo SS Owners Manual – Original Mint \$30.00
- Barefoot Gas Pedal & Dimmer switch – sealed in package \$25.00
- Set of 4 Chrome Headlight shields \$15.00
- Chevy Emblem – Wood Shift Knob \$10.00
- Set of 4 Dice Valve Stem Covers \$5.00
- Heartbeat of America –Yesterdays Chevrolet Jacket Patch \$5.00
- 63 Impala Tie Tac \$5.00
- 63 Impala SS Rear Qtr Emblem Tie Tac \$5.00
- 63 Chevrolet Tie Tac \$5.00
- Late Great Chevy Club Tie Tac \$5.00
- Chevy Super Sport Front License Plate \$10.00
- USA – 1 Front License Plate \$5.00
- 26 issues Late Great Chevy Club Magazine Oct, Nov 84; Aug 86 thru Jul 88 \$30.00
- Contact via Email: [catsndog6@aol.com](mailto:catsndog6@aol.com)
- Put Car Parts on subject line of Email.

OAK SPOKES

# Accessory Of The Month

## TRADE MARK VISOR-VENTS

### VENTILATING SUN-SHADES



Basic patents  
and a pro-  
tected sales  
policy insure  
the dealer  
substantial  
profits.

There is no other year round sun-shade-ventilator made that has ALL these features:

**REAL** style—made of rigid **SEMI-TRANSPARENT** green Cellucraft—unbreakable, instantly removable and adjustable without tools. No holes to drill, no screws. Corrugated for strength, no sagging. Also an effective, no draft, winter ventilator, with closed ends. Window closes completely. Theft-proof when parked.

**\$5.50 Per Pair**

**SPECIAL SAMPLE OFFER:** Send check for \$2.75 plus 25c postage, for sample pair for your car. If your jobber cannot supply you, write to us.

**THE CELLUCRAFT COMPANY**

1707-13 W. Austin Ave.

Chicago, Illinois

Export Dept.—J. B. Parsons Co., 11 W. 42 St., New York

# BRASS POLISHINGS

## A Schedule of events for 2011

MONTH	DATE	EVENT	CHAIRMAN
AUGUST	August 14	Georgetown, OH Car/Machinery Show	Cas and Gary
	August 18	Regularly scheduled meeting at Peewee's	
SEPTEMBER	September	Pride Park in Taylor Mill	Roy and Anna
	September	Dinsmore House	
OCTOBER	October	Fall Foliage Tour	Tom Klein
	October 5-8	HERSHEY, need I say more ?	
	October 18	Regularly scheduled meeting at Walt's Hitching Post	
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.

### July 20, 1894 The Rise and Fall of Errett Cord



Errett Lobban Cord was born in Warrensburg, Missouri, on this day in 1894. His first name was the surname of the minister who married his parents and his middle name was his mother's maiden name. Cord moved to Los Angeles while he was in high school and remained there after his graduation, starting a number of car dealerships. His prowess as a salesman led him to pursue bigger goals and look for a way to invest the \$100,000 he had managed to save in a few years of work. "Then I started looking around," he said, "I wanted to do something with that \$100,000." Cord found the struggling Auburn Automobile Company in Auburn, Indiana, a company on its last legs, having completed only 175 cars in 1923. Cord convinced Ralph Bard, head of a Chicago group that had purchased Auburn, to take him on as general manager at no cost, with the stipulation that if Cord turned the company around he would be allowed to purchase controlling interest. He launched a sales blitz, rapidly clearing out Auburn's inventory and enabling it to show a

*E.L. Cord ca 1930* profit. By 1926 Cord was company president and the following year the company established dividends at \$4 a share and 8% in stock. Cord then launched an aggressive business strategy, purchasing companies in many manufacturing fields and trading his stock on the New York Stock Exchange. He acquired Duesenberg in order to add a luxury car line to his Auburn cars. Sound stock management allowed Cord to expand his operations during the Depression while many other companies were merely struggling to survive. Cord established an empire consisting of Auburn, Duesenberg, Stinson Aircraft, Lycoming Motors, Limousine Body, and a number of engineering plants. He placed his new acquisitions in a holding company called the Cord Corporation. In 1933 he added New York Shipbuilding and Checker Cab to his conglomerate. During the 1930s sales of Cord's cars stumbled. Their heavy pricetags could not be born by the tightening market. Nevertheless, during the late 1930s Cord's company produced some of the finest classic cars in automotive history, but Cord's empire fell as precipitously as it had risen. He and Morris Markin, President of Checker, were investigated by the Securities and Exchange Commission for stock manipulation. In one case Cord and Markin had purchased 70,000 shares of Checker at \$7. Their action created the illusion of great activity in their stock, driving the price up. Markin and Cord unloaded their shares at an average price of \$59 per share. Both men denied the charges, but neither contested a court injunction preventing them from further impropriety. The same day of the verdict Cord sold all of his interest in the Cord Corporation for \$2.6 million. He later moved to Nevada and served as a U.S. senator from that state.

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**TREASURER:** Anna said there was \$967.19 on hand. \$21 was paid to Cas for the Christmas party expenses

**Maysville Tour:** Met at the Marathon station and had a great time at the museum. Had a great lunch. Stopped at the covered bridge in Dover. Rained when the ride started and ended at the end of the ride!

**Rabbit Hash Tour:** Had 5-6 cars and had a good time

### NEW BUSINESS

**Blue Lick Tour:** Sam is leading the tour, this Saturday, June 25th 8 a.m. Meeting at the Wilder Park "N Ride. For others living further out, 9 a.m. they can meet Sam at the Marathon station.

Georgetown Machinery Tour: Gary is leading the tour. Meet at the Kellogg Park 9:30 a.m.

Tom Klein said Ed wants an overnight tour scheduled to Centerville scheduled later this summer.

Rick announced that Filmore's in Florence has a cruise-in every Sunday afternoon off Rt. 18.

Union 4th of July Parade: Anna announced that Union adopted a military unit. Their parade is Saturday, July 2. The route follows the Union Kroger to Ryle High School. Arrive at 5 p.m. to form the parade at the Union Kroger. The parade begins at 6 p.m.

**OLD BUSINESS:** None

Tom suggested tipping the buffet staff at the restaurant. The buffet is a great idea would like the buffet setup at every meeting.

### SPLIT-THE-POT:

\$47 was collected by Gary. Cas was the winner of \$24 Jeff Nicely and Terri Laughlin suggested setting up a group Facebook page. The club approved the idea.

Out of respect for Ray Mauer, Anna reminded everyone

she has stickers. Steve Laughlin purchased a sticker.

There being no further business, the meeting was adjourned by President Tom Klein

Minutes respectfully submitted. Terri Laughlin

### YOU WANNA START SOMETHIN' ?

#### ANOTHER STARTER IDEA

IN OLD cars it is often noted that the self-starter does not seem to have much kick to it even when the battery is freshly charged and the self-starter motor itself is in perfect condition. This trouble is due to corrosion in the joints of the car's frame, which slow down the flow of current between the negative terminal of the battery and the frame of the self-starter motor. A remedy is shown in Fig. 6. Run the ground cable directly to the frame of the self-starter motor instead of to the nearest place on the car frame.

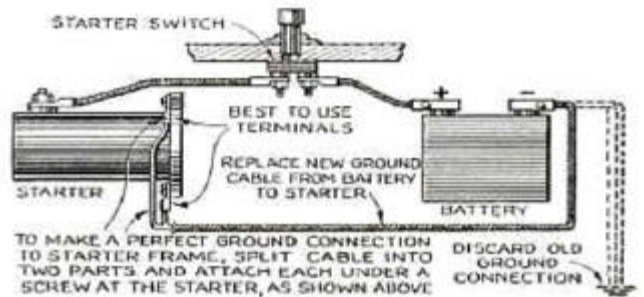


Fig. 6. Starting old cars is speeded up if the ground cable is run to self-starter frame instead of car frame

### RABBIT HASH GENERAL STORE 1917



Local preacher, center, holding forth.

# CARBIDE LIGHTS

## Rabbit Hash Trip – June 4, 2011 Ed Faulkner



For the third year in a row, we had a short notice tour to Rabbit Hash. This year's sojourn was a little earlier than the previous two, but the temperature was not any cooler! Our group was fairly small, consisting of Tom Bauer & Russ Darrow, Ken Souder, Rick & Mary Lane and yours truly. The transportation consisted of one Model T, One Model A and two Shays. We met at the Kyle's Lane Frisch's with things starting off on a shaky foot. The road construction on I-75 northbound tied traffic up, making Rick and Mary a little late to the start, but more distressingly caused their Shay to display its displeasure with the situation by running hot. Luckily, once we got moving, it cooled down and purred through the rest of the day.



an hour. I was on a tight time table that day, so once we started re-telling the same stories, I suggested that we get the parade back on the street.



For the return trip, I had planned to head eastward on Route 536 back to civilization, but the construction on I-75 and the way it had tied up traffic on Dixie Highway, made me go to Plan B as I did not want to get caught in bumper-to-bumper traffic in the T for the balance of the afternoon. So, I decide to just retrace our steps from the in-bound route. The rest of the merry band didn't have to worry about the traffic on Dixie Highway, so they went back on Rte 536.



I made it back to the Peaselburg Alps in good time. Not hearing from any of the other participants and not seeing any reposts in the next day's paper about missing persons, I assume that everyone else made it home "OK" also!! Thanks to the small but dedicated folks. - **Ed**

## OUR TRIP TO BLUE LICKS Or a day gone to the dogs.

The trip took us down Sleepy Hollow Road to Route 8, where we went west past the Anderson Ferry to Route 237, taking it southbound to Graves Road, where we turned and motored on to Route 20, making a left turn and then an immediate right turn onto Bullittsville- Burlington Road, proceeded to Gallatin Street in Burlington. From there, we took East Bend Road, which dead ends into Rte 18, leaving only a hop, skip and a jump plus a long down hill to Rabbit Hash.



Like many warm weather Saturdays, there were dozens of bikers occupying the town and, like always, they were a very friendly lot! We pulled out our chairs, good some cold drinks and proceeded to tell lines, like fishermen, for about



After some of the temperatures we'd experienced of late, Saturday's morning temperature was pleasantly cool. Even in the heat of the day it was nice enough not to be uncomfortable. It may be recalled that we last visited Blue Licks within about 2 weeks of being five years ago. I recall being \$10 short of having 37¢. Temperatures on that day were in the mid- to upper 90's. If the sweat on my knees had not been boiling I'd not have noticed. As June 2011 neared its 30 day run, our area had had its yearly allotment of precipitation. Due to the un-

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usual number of rainy days there was not much tobacco set and the corn will be very unlikely to make it to “knee high by the fourth of July”. Victory Gardens are way behind schedule.



Six cars met at the park-n-ride in Wilder and departed a few minutes past eight. Don and Phyllis, Cas and Gary, Roy and Anna, Bill and Jane,

Tom Klein, and Tom Bauer, Russ, and Russ' brother Bob who was in town from Sterling Heights, MI, formed the convoy for the trip to the Marathon filling station down the AA highway. Richard came by to wave us off and be on hand should someone's engine fail to fire up.



We travelled the tried and true route to Route 8 to our second rendezvous and drove 35-40 miles per hour as conditions and circumstances permitted. Other traffic was very light once we got out of Silver Grove and what with the sunshine and cool temperatures it was a thoroughly pleasant jaunt down to Ivor Road. We did see quite a few raccoons sleeping on and along the roadway.

At the Marathon we joined up with Sam, Ray and Connie, Greg, and Woody and Paula. An unusual curiosity presented itself, actually there were two. First off, all six of the machines at Wilder were Model A's and all four at the Marathon were Model T's. So we wound up with 10 cars, a fine showing. A second curiosity was that we had five (5) dogs along for the day. Cas and Gary had their three rescued dogs, Woody and Paula brought along Toby, and Bob, Russ' brother had his dog. You could say the day went to the dogs. You could say this. I already have.



We left out of the Marathon and took Route 8 for a few miles before turning southerly over some new roads (to most of us) with our sights ultimately set for Blue Licks State Park outside of bustling Mt. Olivet. It was typical Kentucky topography, but the Model T's more than took the hills in stride. For the most part that is. Woody and Paula's touring

was low on gas and one of the last hills we had to negotiate before reaching Brooksville was a “5 gallon” one and took its toll. Woody was swerving left and right to slosh what little gas there was in the tank towards the sweet potato outlet. Aside from nearly tossing Paula and Toby out of the touring car, the trick worked. Once in Brooksville, to be on the safe side, several other travelers chose to fuel up.

From Brooksville it's not much more than a hop, skip, and jump over to Mt. Olivet and the state park which is but a few miles out of town. But first we visited the peaceful site of a covered bridge known as either the Walcott or White Bridge. It was certainly a highlight of the day.



From the internet it was learned the Walcott or White Bridge was first constructed in 1824. It was

rebuilt in 1881 and remained at its original site until 1999. Severely damaged in the floods of 1997 and 1998, engineers determined a location about 400 feet east of the original site would be better for the bridge's chances of survival. The bridge was reconstructed in 2002. The bridge once carried KY 1159 across Locust Creek in Bracken County at Walcott, a small community north of Brooksville. It is a 74-foot combination king and queen post truss design and is only utilized for pedestrian traffic. The bridge was privately owned until 1953, when it was deeded to the Bracken County Historical Society and then to the Department of Parks in 1993. Kentucky may have as many as 15 covered bridges, depending on how you tally things up. Just a few weeks ago in connection with Richard and Mary's tour to the Miniatures Museum in Maysville, we visited the covered bridge at Dover. And they are all within a day or so driving distance for the Bluegrass Region. Maybe that's something to think about for a future one-day or overnight tour.



After a nice visit we left for Mt. Olivet in earnest. Actually we were in cars, but you all have heard the old saying. We reached Mt. Olivet over some more new roads, most of which had been fairly recently paved, making it a pleasure to motor over

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them. If our old cars had only been able to drive over such what would have been back then super highways. In addition, the topography had become pretty easy on vintage engines and drive trains. It was close to noon, about the time it was planned for us to arrive at. We were shown to our tables and as a group we managed to put a hurt on the salad bar and buffet.



Quality and quantity were what we've come to expect at state park restaurants. It still seems like a good idea to schedule in time for a nap after such a banquet.



After visiting a tad following our meal, we headed out and set our sights for Ray and Connie's house. Sam had been tour guide to the park, now Ray took over those duties and guided us over some more new roadways. We stopped where we frequently do to stretch our legs, etc. at the Mom-n-Pop grocery at Berlin. They still have real ice cream so in spite of still being a little logy from a sumptuous lunch, a couple of dips had to have a couple of dips if ice cream nonetheless. To avoid being sent to a witness protection plan, names will not be published at this time. Greg had to get back to the farm so he left the tour at this juncture.



Shortly after leaving there, we passed a church that was having a combination cruise-in, car show, and tractor display. Our trips often coincide with this show, maybe some day we should schedule time to stop and visit.



So it was on to Ray and Connie's house for a visit and viewing of some of Ray's projects. Before we outstayed our welcome, some of those travelling on headed for KY 154 which we took over to U.S. 27. Tom Klein as well as Cas and Gary opted to make their way back over to the AA. From U.S. 27 we went north



for 5 miles or so until we junctioned with KY 536 which we took westward toward Kenton County. At the Visalia Bridge over the Licking River Roy and Anna and Don and Phyllis continued on along 536 while Bill and Jane as well as your reporter's crew went north on Decoursey Pike heading for the friendly confines of Taylor Mill.

It was a great day to be out and about in an old car. For Sam, Ray and Connie, thanks for putting together a swell outing and thanks to all for being along. - **Hal N. Ashe**

*HENRY SAID IT - -*

"Failure is simply an opportunity to begin again, this time more intelligently."

"My best friend is the one who brings out the best in me."

*HANDY HINT*



*Spark-Plug Tester*

**M**ADE from a pencil, the spark-plug tester, above, forms a valuable addition to any automobile repair kit. Sharpen both ends of a large pencil and then drill a small hole through it at about its middle. In use, the projecting lead at one end is held against the terminal on top of the spark plug while the other end is grounded against the motor head. If the spark plug is functioning, a spark will jump across the gap.—J. M. V.

ED note: if you want to be absolutely, beyond a shadow of a doubt, positive a plug is firing, wet your thumb and forefinger and place over the opening.