



# OAK SPOKES



Volume 1 Number 11

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 AUGUST 16, 2011

President Tom Klein called the meeting to order. The club gave the Pledge to the Flag.

### SUNSHINE REPORT:

**TREASURER'S REPORT:** Anna Williams gave the report. \$41 deposited. Collected \$15 dues. 1 decal was sold. A \$21 check was written for Christmas party expenses. \$986.46 is the balance to-date.

**OLD BUSINESS:** Terri Laughlin and Jeff Nicely reported the Facebook page is up. Photos, minutes and a video are posted. It will be a good way to post tour dates and club activities.

### GEORGETOWN ANTIQUE MACHINERY

**TOUR:** Gary reported the tour had six Model A-s, two Model T-s, three Shays, and a McLaughlin. Dick Midden-dorf met up with the group, along with Jeff Nicely.

*(Continued on page 5)*

**FOR SALE**

2008 Chevy Impala LT with 40,000 miles. Car is in perfect shape, always kept inside and needs nothing. Ordered in optional Jewel Tintcoat Metallic with neutral leather bucket seat interior.

Has heated seats, dual power seats, fold down rear seat, audio controls on steering wheel, 4 wheel ABS with traction control. Also has dual zone AC / heater controls, remote start, rear spoiler. Basically has all the options a higher priced Impala would have.

Engine is the 3.5L - I average 26 mpg and get 32+ on long expressway runs. Car runs perfect with no issues. Never smoked in - interior is spotless.

Just put a new set of General Ultimax RT tires on it 3500 miles ago. Also includes LeBra hood protector and tinted windows.

Asking \$13,400 OBO / Open to reasonable offers. This car is \$2K more on a dealer lot and probably nowhere as clean.



Replay via e-mail  
[bowtie8432@aol.com](mailto:bowtie8432@aol.com)  
*NOTE: not the actual car, photo for reference only.*

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  
*NOTE: not the actual car, photo for reference only.*

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)



**CHEVY PARTS BONANZA**

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

65 -66 Impala SS 14 in wheel covers – also fits 66-67 Nova SS - set of 4 Good \$100.00

84 Monte Carlo SS Owners Manual – Original Mint \$30.00

Set of 4 Chrome Headlight shields \$15.00

Heartbeat of America –Yesterdays Chevrolet Jacket Patch \$5.00

63 Impala SS Rear Qtr Emblem Tie Tac \$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)

# Accessory Of The Month



**GET READY FOR WINTER**  
Place your order NOW for the NEW

FOR SALE AT  
**DEAVY'S Service Station**  
20th & Greenup  
COVINGTON, KENTUCKY

Cut **EVAPORATION LOSS**  
this Winter with  
**SHELL Anti-Freeze**  
Only 25¢ a quart

The advertisement features a man in a brown coat and green hat standing in the snow on the left. A large red arrow points from him towards a can of Shell Anti-Freeze on the right. The background is a blue sky with white clouds. The text is arranged in a clear, bold layout, with the product name and price prominently displayed.

# BRASS POLISHINGS

## A Schedule of events for 2011

MONTH	DATE	EVENT	CHAIRMAN
OCTOBER	October 18	Regularly scheduled meeting at Peewee's	Tom Klein
NOVEMBER	November 19	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*



#### **September 4, 1957 The Edsel Has its Day**

The Ford Motor Company proclaimed this day "E-day" in celebration of the Edsel's introduction, five years after its conception. It would take only three more years for Ford to discontinue the Edsel line. Despite careful market research that indicated consumers wanted more horsepower, tailfins, three-tone paint jobs, and wrap-around windshields, the fickle public had changed its mind by 1957. The Edsel's low price and V-8 engine simply failed to overcome its "ugly horse-collar grille." Overwhelmed by negative press and lack of sales, the Edsel faded into history as Ford's famed "ugly duckling." Ironically, the low numbers produced have made the Edsel a valuable collector's item in recent years.



#### **October 10, 1901 Henry Ford's First and Last Race**

In the early days of the automobile, it was not the practical uses of the new invention that attracted the most widespread attention, but rather the thrill of motor sports. The always entrepreneurial Henry Ford, who had been constructing automobiles since 1896, recognized the public's enthusiasm for the new sport, and so sought to establish his name as a racing manufacturer and driver. On this day, Henry Ford, with Ed "Spider" Huff as riding mechanic on the left hand running board, drove one of his automobiles for the first and last time in an automobile race. Sponsored by the Detroit Racing Club and held at the Grosse Point Race Track in Michigan, Ford puttered up to the starting line of the main ten-lap race in an automobile he had constructed earlier in the summer with engineer Oliver Barthel. Ford's competitors were the famed Alexander Winston and another driver who withdrew just before the start of the race because of a mechanical problem. The experienced Winston was clearly the superior driver, but fortune proved to be in Ford's favor as Winston's machine began leaving a trail of smoke after three laps, and he had to withdraw. Although Ford won the race and the kind of public acclaim he had hoped for, he found the experience so terrifying that he retired as a competitive driver, reportedly explaining that "once is enough." Nevertheless, Ford continued to construct automobiles for motor racing, and a year later Barney Oldfield drove into motor racing his-

(Continued from page 1)

The antique show didn't have a car show this year due to the car show organizer's death and no one stepped up to plan a show.

**NEW RICHMOND RIVER DAYS/CARDBOARD REGATTA TOUR:** Gary and Cas will meet everyone at 9:00 a.m. at Kellogg Avenue Park and leave the park at 9:30 a.m. to arrive in time for the boat races.

President Tom Klein asked for a volunteer to help plan the Christmas party. Tom will be checking on the menu.

**NEW BUSINESS:** Tom Klein mentioned several members want club shirts and sweatshirts. Tom's daughter will attend the next meeting with shirt samples.

Tom Klein asked for members to give Tom Bauer a list of upcoming car shows. Members will get a list of upcoming shows, and shows will also be posted on Facebook.

Jeff Nicely is planning another open house in October. More info TBA.

Terry Depew will get the Pride Park dates and information.

Jeff Nicely said the Crestview Hills Towne Center has a car show planned.

**SPLIT-THE-POT:** Gary said there was \$51 in the pot. Dan Fry was the winner.

There being no further business, the meeting was adjourned.

Respectfully submitted, Terri Laughlin, Secretary

*HENRY SAID IT - -*

"Thinking is the hardest work there is, which is probably the reason so few engage in it."

"Obstacles are those frightful things you see when you take your eyes off your goals.

101 TIPS FOR THE AUTOIST

Reconditioning the Car



It stands to reason when a motor has been standing for any length of time that the cylinder walls are dry, exposing the wearing surfaces to unnecessary dangers.

When starting a motor in the spring it is a sensible precaution to inject a few teaspoonfuls of cylinder oil in the pet cock of each cylinder. The oil prevents scoring and also aids in obtaining compression.

Because of dry valve stems or gummed oil, many motorists inject a little kerosene in the air valve of the carburetor when the motor is first started. Allow your motor to run faster than idling speed when injecting the kerosene.

Take another look at the lubrication diagram in your instruction book showing the parts that demand lubrication—put on the old overalls and get to it—the effect of these minutes is readily seen in the repair bills.

Above all, get a fresh start in the spring. Drain out the crankcase as outlined under "Changing Oil" in this book. Make sure you are using the correct grade of Veedol and stay by it during the entire year.

In reconditioning a car in the spring, just undo everything you did or should have done when you laid the car up for the winter.



Reflectors



As many lamp reflectors are plated with pure silver, extreme care should be taken in polishing them. It is an easy matter to scratch the surface.

A little powdered, dry rouge applied with a chamois is the most effective and safest way to clean reflectors.

If the reflectors are badly tarnished, moisten the rouge with alcohol and apply as before, then polish the surface with dry rouge.

Make sure you use a clean chamois or piece of cotton and polish the reflectors with circular strokes.

Removing Stains

Ether is the best for removing grease stains from clothing. A small quantity applied with cotton will quickly remove all stains without leaving a ring.

Ether may also be used for removing stains from slip covers and cloth upholstery.

As ether is inflammable, it should not be used near a flame, or in a closed room where the ventilation is poor.

Gasoline has a decided tendency to spread the stain, rather than remove it, so its use is not recommended for cleaning purposes.



Reserve Tank

It will many times repay the owner to determine whether his car is equipped with a reserve tank of gasoline. It is a good plan to run on the reserve tank occasionally just to make sure it is working.

As the reserve tank is seldom used it is quite likely that dirt will settle in the tank, prohibiting the flow of gasoline.

If the reserve tank is fitted with a strainer, clean it out when you clean the main tank—this cleaning may save you many needless delays and weary miles of walking.



Rims

You will find that it is a simple matter to remove a tire from the rim that has been shellaced.

Clean your tire rims and paint them with shellac the next time you remove a tire; allow the shellac to dry thoroughly before you attempt to put on the tire. You will be surprised to see how easy tires come off.

Graphite is also recommended to facilitate quick tire changes—just paint the rims with a thin film of it.



# CARBIDE LIGHTS

## Augusta/U.S. Grant's Birthplace Tour

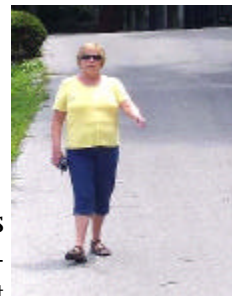
July 16, 2011

Ed Faulkner

On a bright, sunny and what turned out to be a very hot and humid July Saturday, a band of brave souls braved these elements, making a 100 mile trek up and down the Ohio River. Meeting at the AA Park & Ride were one Model T Coupe, one Model T Touring Car, one Model T Truck, two Model A Sedans, one Model A Coupe and three Shays. This tour could have been sub-titled "The Hunt for Ice Cream Tour" – we'll see why later.



After lunch, it was time to embark on the Ohio portion of the tour and this was accomplished by crossing the mighty Ohio River via the Augusta Ferry. Everyone, except Lee and



Phyllis, made it onto the ferry. As Lee's Model A was in tip-top mechanical shape, it



was decided to proceed on Route 50 west without him and Phyllis, knowing that they would be able to catch up with the group long before reaching the next stop, which was the U.S. Grant birthplace in Point Pleasant.



Upon arrival, a very animated and knowledgeable guide enlightened us



on the Grant family and the history of the house.



The group started from the Wilder Park & Ride and made its way over Poole's Creek Road, across Route 27 and down the hill to Route 8. Going east/south

through some of the prettiest country in the area with views of the woods and river, the caravan



stopped at the Ivor Road Marathon Station in California for a bio-break and



to pick up another car and its occupants, Sam and Sandy Bonar. Back on the road, the band headed directly for Augusta, arriving about an



hour ahead of schedule, forcing everyone to wait a few minutes for the town to open at 11:00 AM. All

of the tour participants gravitated to the Augusta General Store as a place to eliminate the hunger pangs that had developed on the ride from Wilder.



As is normally the case with the Bluegrass Region members, the group's attention turned back to food with a focus on, would you believe, ice cream. So, it was decided to head for the center of New Richmond in search of a place to secure some of the



frozen treat. The first stop in town turned out to be a dry goods shop, but, fortunately, the attendant pointed out an ice cream shop a couple

of blocks down the street. Well, believe it or not, on a very hot Saturday afternoon in the middle of the summer, the ice cream shop was closed! The third stop turned out to be the charm as ice cream was

*(Continued on page 7)*



located back on route 50! With the ice cream search completed, it was time to turn the group's attention to heading home. Most of the people elected to take



I-275 back in an effort to shorten the time involved in the return trip. The remainder

of the participants motored west on route 50 to Kellogg Avenue and then onto Eastern Avenue, where we endured a brief but aggressive rain shower. Finally officially ending the tour on the Newport side of the Taylor-Southgate Bridge we crossed into Covington and made for home. Considering the high heat and humidity, it was almost a miracle that none of the people nor any of the cars suffered mechanical problems. Thanks to all fellow travelers.



rate, after refusing to pay and arranging to leave, the powers on hand gave in and said come on in free of charge. Which we did and



had a very enjoyable day at the flea market,



watching the cloggers, the tractor parade and enjoying all the good food they had to offer.

We left the grounds about 3:00PM and stopped at the nearest UDF for a short break and to waste some time before taking some back roads to the Lakeside Manor Restaurant .The back roads were so narrow our granddaughter Shelby wanted to know if they were one way. I told her of course they are; we are only going one way. Thank goodness we did not meet a single vehicle coming the other way.

Along the way we saw a yellow



1928 Model 'A' coupe sitting on top of some



it about 2 not moved it is not go-



wooden horses. I saw months ago and it has since. I can only hope ing to be a Hot Rod.

On to the restaurant for good food, good service and good company .What more could you ask for?

GEORGETOWN SHOW 2011



We had 6 Model 'A's, 2 Model 'T's, 3 Shays, one 1912 McLaughlin, and two modern cars meet us in the park for departure at 9:30AM on August 14<sup>th</sup>. Thanks to Dick for taking time to us off. We

Sunday Tom and come see left Kel- and took some back Bethel and then Route the grounds.



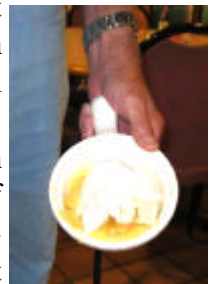
logg Park roads to 125 on up to

It was a nice ride to the fair-grounds. When we got to the gate, to our surprise they wanted to charge a \$10.00 membership per car plus a gate fee of \$5.00 for each passenger to bring our cars onto the grounds .At that time we did not know that the car show had been cancelled .This was due to the fact that Roger Neal, who had taken care of the car show in the past, had passed away recently, and unfortunately, no one in their club took over the job and they just let it drop. At any



We left Lakeside Manor around 5:00PM. Steve and Terri were having a little trouble getting started. Un-

fortunately that delayed them just enough that they did not see which way we went and wound up on Route 125 before calling for help. We regrouped in Bethel and again were on our merry way . Some of the Kentucky people cut off on I-275 and headed south, while the rest



(Continued from page 7)

of us headed down town. We stopped at UDF for some ice cream and our final farewells .All in all we had a great day touring and a nice time at the show. Thanks to all that came we hope we can do it again next year

.....Just Humming Along, Cas and Gary

NEW RICHMOND CARDBOARD REGATTA

THINK GREEN. RACE CARDBOARD.

Cas and I were glad to see everyone on Saturday. It seemed like only a week ago we were all together at Georgetown. The Cardboard Regatta was a big



success by any measurement. We met at a foggy Kellogg Park. We gathered 13 old cars and



one modern car; 2 Model T's, 3 Shays, 1 57 T-bird and 7 Model 'A's. There were some breakfast foods and liquids awaiting. We traveled

the short distance to New Richmond along U.S. 50. We got there in plenty of time to take a small, but unexpected tour of the city. That was due to the fact the guy I was in contact there with thought I was some one else.

As it turned out we could not have had better parking because where we were was the only shade on the riverbank. The day



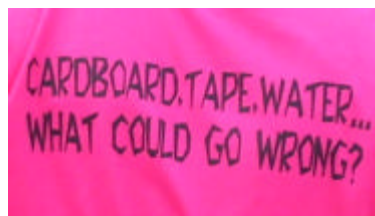
had started cool and foggy but soon warmed up a lot.



It was a very busy morning as they got ready for the races so about 11:30 some of us decided to get a quick something to eat at the Front Street Cafe which only took about 1 hour and 10 minutes. We got back to our seats in plenty of



time to see the start of the races. There were some very interesting-boats, races, contestants and goings-on to say the very least.



There was some talk of building our own entry next year. This could be a fun project for the club. We have the rules to build a boat. All you

need is an ample supply of cardboard, tape - duct or gorilla, and a little paint. Oh, and a place to build it. So let's give it some serious consideration. Oh, one more thing, you need some sucker to paddle the boat.

We left New Richmond around 3:00 P.M. and began the journey home. Some headed home and some were going to stop at AJ's for dinner, but before that happened Steve and Terri were sidelined along the highway. As soon as Roy replaced Steve's carburetor Steve and Terri were off to the races while Roy couldn't leave the curb. Now he and Anna were stranded. The problem was evidenced by some scary sounding different metal to metal grinding noises inside the engine. We towed Roy and Anna to AJ's and Anna called the AAA while we ate. AAA responded faster than you would imagine, so Roy and Anna got home on piggyback. Thanks to everyone for coming.

.....Just Humming Along, Cas and Gary