



OAK SPOKES



Volume 8 Number 3 May-June 2008

Published bi-monthly by the Bluegrass Region HCCA

BLUEGRASS REGION OFFICERS 2008

PRESIDENT

Ed Faulkner
622 Pointe Benton Rd.
Covington, KY 41014
859-491-2457 efaulkner@fuse.net

VICE PRESIDENT

Terry Depew
738 Carol Drive
Taylor Mill, KY 41015
859-486-1462 terrilldepew@hotmail.com

SECRETARY

Glenna Mullen
508 Overton Street
Newport, KY 41071-2008
859-491-4583 (home) 859-801-1627 (cell)
glenna.mullen@newport.kyschools.us

TREASURER

Anna Williams
8405 Pheasant Drive
Florence, KY 41042
859-525-7049 royw@fuse.net

COMMUNICATIONS

Jane Portier
859-581-4776

SUNSHINE LADY

May Lu Mauer
3193 High Ridge Drive
Taylor Mill, KY 41015
859-363-8880 rmlm@fuse.net



MINUTES FOR APRIL 15, 2008

The meeting was called to order by President Emeritus Roy Williams, filling in for President Ed Faulkner, who was out of the country. There were 28 members present and one visitor, Paul Wiley. VP Terry Depew was not there to lead us in the Pledge of Allegiance, due to a death in the family, so Roy did the honors.

Reports:

Anna Williams gave the Treasurer's Report, showing a new balance of \$512.94. Money was received in the last two months from dues and decal sales, and money was spent on stamps and website renewal. The Treasurer's Report was approved as read. The minutes of the February meeting were approved as printed in the Oak Spokes. MaryLu Mauer gave the Sunshine Report: Terry's and Tony's cousin passed away last week, and they were attending the funeral tonight. Our condolences go out to them and the family. Our secretary, Glenna, was also missed at the meeting because she broke her ankle/foot! We are wishing her a fast recovery so she can wear normal shoes again. Bart Wahle is going great. Dianne said he was back at work and actually working our of town at present, so he was also missed at the meeting.

Old Business:

The new photo/address directory will be coming out very soon, so if you have any changes, let Roy know ASAP.

Anna noted that Terry's phone number on the front of the Oak Spokes was incorrect. This will be updated.

There were a couple of deserving "Golden Coconut Awards" to be announced, but since Terry was not present with the coconut itself, we postponed this event. I believe Rook and Ed need to attend the

(Continued on page 5)

FOR SALE

1930's metal rear car trunk, Good condition with leather handles, measures 38" wide 13" deep 18" high. \$100 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

1930 Model A pickup, 1930 metal cab pickup restored with all mechanics rebuilt, new metal bed and 3 brand new fenders. Painted blue with new rubber.

Jerry Smith 606-747-5821 or 606-747-9932

1954 Hudson Wasp, 4 door sedan, three speed, 58k original miles, flathead 6 cylinder engine, glass all good, clear title, runs well, good old car. Larry Finney 513-476-1228 (cell) 513-761-8700 (w)

WANTED

Door garnish moulding for a 1929 Model A coupe, the one you rest your arm on with the window down. I think one for a 2 door sedan will work, not from a four door, though.

Tom Bauer 859-581-1417 goodgarage@fuse.net

WEBSITE

Visit the Bluegrass Region website, www.oldtin.net. Contributions are solicited and appreciated.

NEWS YOU CAN USE

Regarding the Memorial Day Parade in Bellevue, Terry and Glenna supplied the following information: We will meet at 9 on May 26th at the park and ride in Wilder where we usually gather. We'll drive on into town for the line-up. The parade starts about 10:30 and we are usually clear of it by noon. Then we will meet back up at the Dairy Queen. We'll take a ride and go someplace (yet to be determined) for dinner.

The Annual Berry Fest is Saturday, June 14th. Ray and Connie, Sam, and a crew of hundreds sent this update. Everyone meet at BB's in Butler, the Shell filling station around 9:30 and we'll leave for Berry at 10. The northern contingent will meet at the old reliable park and ride at 8 and leave at 8:30.

The next day, June 15th, Willie and Jane will take us for our annual visit to Carmel Manor. Meet at the park-n-ride between 1:00 to 1:15 for a departure time of 1:30. We will go someplace for supper afterwards, we just don't know where yet. It'll probably Golden Corral, Bob Evans or Frisch's.

PRESIDENT'S MESSAGE

In the last *Oak Spokes*, I mentioned that the tour season was almost upon us. Well that was six weeks ago, and the season is now in full swing. We have already had three events, including one yesterday, May 10th, that supported the Scholarship Trust for Children of Fallen Heroes Memorial Ride. Between now and the end of June, we have three more events/tours that we can all enjoy. More information is on the website and elsewhere in this issue. I would venture to say that we have one of the most active clubs in the "neighborhood" and would like to thank each of the tours leaders keeping us so busy.

I think I share the opinion of most of our members that driving our "buddies" is the best part of having an antique car. However, it's not the most important part of old car ownership. That title belongs to safety and maintenance! It's not only important, but essential that our cars are kept in "tip top" mechanical condition. So, if you don't have one, put together a check list of safety and maintenance items that you can use on a regular basis to ensure that your car is ready to go. We do a lot of driving on back roads with lots of hills and curves and nothing could ruin a great tour faster than having an accident caused by a lack of maintenance. Something as simple as improper tire inflation can cause an old car to spin out, particularly on the gravel roads that we sometimes travel. So, please make safety the most important part of any ride!! As the sergeant on Hill Street Blues used to say at the end of each roll call, "let's be careful out there!!!"

The next meeting is scheduled for Tuesday, June 17th at Walt's Hitching Post. I had to miss the last meeting because of a business trip, but it looks like I'll be there this time. I hope that you will be there as well.

Ed



Accessory Of The Month



This happened to Mr. G. L. M.
—and then HE bought
a Philco

“The night before I got my Philco”

—writes G. L. M., “My old (xxxxxx) battery ‘passed out’ during a heavy storm. Drenched to the skin—mud oozing into my shoe tops—I sloshed and cursed and CRANKED.”

Then HE—like thousands upon thousands of car owners—got his Philco. A mighty surge of power for quick starts. Sustained power for lights and ignition. Exclusive Philco construction for long-lasting, economical life.

Philco Diamond-Grid Batteries for years have been standard—not only for high power, high capacity, and long life, but for low cost per month of service.

Today, the first cost of a full-powered, guaranteed Philco Battery—with its famous Diamond-Grid Plates and other exclusive Philco features—is actually even less than for just an ordinary battery.

Install a Philco NOW. Have the assurance of instant, whirling starts—of lavish, unflinching power for brilliant lights, steady ignition, a commanding horn. Your nearest Philco Service Station has the right Philco for your car.

Philadelphia Storage Battery Co., Philadelphia

Philco Batteries are standard also for farm lighting and isolated power services; for radio, electric motor trucks, industrial tractors, mine locomotives and passenger cars; for marine work, auxiliary power, etc. Whatever you use batteries for, write Philco.

**Lowest prices
in history**

A genuine, full-powered guaranteed PHILCO BATTERY

\$17.85
war tax paid

\$17.85 is the exchange price east of the Mississippi River for Ford, Chevrolet, Overland, Star and other light cars. Genuine Philco Diamond-Grid Batteries for all other cars proportionately low-priced.

Tremendous increased Philco sales—efficient manufacture—economical distribution—have made these extraordinary reductions now possible.

There is a long-life, power-packed Philco Diamond-Grid Battery for every make and model of car.



PHILCO DIAMOND GRID BATTERIES

LOOK FOR THIS SIGN
OF PHILCO SERVICE



Over 6500 Philco Stations all over the United States. There is one near you. Write for address, if necessary.

BRASS POLISHINGS

A Schedule of events for 2008

MONTH	DATE	EVENT	CHAIRMAN
MAY	May 26	Memorial Day Parade in Bellevue	Terry and Glenna
JUNE	June 14	Berry Festival at Berry, KY	Ray and Sam
	June 15	Carmel Manor Visit	Jane and Bill
	June 17	Regularly scheduled meeting at Walt's Hitching Post	
JULY	July 26	Augusta Paddle Wheel Regatta and car show	TBA
AUGUST	August 10	Georgetown, OH Car/Machinery Show	Cas and Gary
	August 19	Regularly scheduled meeting at Walt's Hitching Post	
	August 24	"Mystery Tour"	Tom and Linda
SEPTEMBER	September 13	Pride Park in Taylor Mill	Jane and Bill
	September 27	Brookville, IN machinery show	Marlene
	September 28	Dinsmore House (tentative)	Roy and Anna
OCTOBER	October 4	Fall Foliage Tour in conjunction with the OVR Model A Club	Rick and Sue
	October	HERSHEY, need I say more ?	
	October 21	Regularly scheduled meeting. at Walt's Hitching Post	
NOVEMBER	November	Jack Frost Tour	Ken and Susie
DECEMBER	December	Christmas party/meeting at the Greyhound	Ray

MEETINGS ARE HELD THE THIRD TUESDAY OF THE MONTHLY 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 DATES MARKED XX ARE TENTATIVE. CONTACT THE EVENT CHAIRMAN IN CASE OF QUESTIONS. STAY IN TOUCH WITH EACH OTHER TO FACILITATE COMMUNICATIONS. NOT ALL LISTINGS IN EVENTS 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.

(Continued from page 1)

next meeting.

New Business:

Paul Wiley, a friend and neighbor of Terry, was our visitor at the meeting. He was with the 101st Airborne in Vietnam, and has been involved in supporting our troops in many ways ever since. There is a scholarship fund for children of soldiers who have died, and there will be a fundraiser on May 10 at Pioneer Park in Taylor Mill. It is sponsored by the Moose Lodge and the Patriot Guard. There will be a walkathon, a bike ride, a car show and much more. They would love to have us come to the park that day. They are charging \$15 for any car that comes, but you can be sure it is a worthwhile donation. The scholarships only go to those young people who need it. There will be many, many raffle items (John Deere tractor, gas grills, etc.) as well as auction items, split-the-pot, etc. A gentleman named Robert Williams will be there - he was one of our men who first came ashore at Normandy. They would like the cars to be there at 9 am, and you need to call Terry if you are planning on coming. They need to have a count so they can allot the proper space for us. Check out more info at www.lodge1469.com

Sue Nicholson showed everyone, and especially Tom Bauer, the plaque that she received in the mail from the National HCCA, indicating that she was the editor of the Oak Spokes for 2007. Apologizing to Tom, she offered to cover her name with masking tape and write his name on it. But instead they will both try to right this wrong.

Ray Mauer suggested that our club have a fundraising auction. It has been done at other clubs, and was a lot of fun. Each of us have things of interest, car-related of course, and someone else may really want it more than we do! Sort of a private swap meet. Discussion encouraged - call Ray to show your interest.

Tom Bauer also suggested a fundraiser, possibly tied in with the 100th anniversary of the Model T Ford and a Ford dealer like Robke Ford in Latonia. They would pay US for each car that comes in, and they would do media promotion for the event. More discussion on this as well - call Tom.

Len Cooper mentioned that there will be a Soap Box Derby at St. Mary's in Alexandria on Friday, April 25. Tom Bauer gave a synopsis of the Springfield Tour.

There were seven cars - three T's and four A's. Tom said they traveled through some rather strange neighborhoods in Cincinnati, and then found some great A/T roads once out of the city. They stopped and saw corn being ground the old-fashioned way in Clifton, and had a lot to see. Sunday started out a bit cool, but it was nice enough in Goshen to have a running-board lunch, and motored back to the Peace Bell in Newport. More on this elsewhere in this issue.

Future Tours:

June 14 - Sam and Ray will take us to the Berry Festival. Meet at the ParknRide on AA Hwy at 9 am and then drive to the Shell station to meet Sam and Ray by 10 am.

August 10 - Cas and Gary will take us to the Georgetown Machinery Show. Specifics later.

August 24 - Tom Muth will take us somewhere!

October 4 - This year we will combine our Fall Celebration Tour to Vevay, Indiana with the Model A Club's Hillbilly Tour. There was discussion regarding what a large group we would be, and that we might want to go in groups, with the older cars leaving earlier than the A's. Details will follow in our future meetings, but it will be another chance for us to share our love of touring with other groups.

Ray actually sold some decals, and encourages you to buy more. \$3 - what a deal.

Call or email Tom Bauer with any new dates for events and he will publish the info.

Gary collected \$37 for split-the-pot, and \$19 went to the lucky winner, Ray Dago.

It was moved and seconded to adjourn the meeting, motion carrying. Next meeting is June 17, at 7:30 pm, at Walt's Hitching Post.

Respectfully submitted, Sue Nicholson, secretary-out-of-retirement-temporarily



CARBIDE LIGHTS

The second trip of the Bluegrass Region's infant touring season got under way on Saturday morning, April 5th.

We had 3 Model T's and 4 Model A's. Fast forwarding, except for a balky starter switch on Ed's T Sunday morning, which was easily rectified by jumping the terminals with pliers, (why is it a pair of pliers? After all, there's only **one** tool.) there were no mechanical difficulties. Our machines performed perfectly and Henry slept well the weekend.

We met at Radisson Hotel in the shadow of the Brent Spence Bridge spanning the rain swollen Ohio River. The travelers were Roy and Anna - Model A, Terry and Glenna - Model A, Tony - Model A, Gary (Cas was on special assignment) - Model A, Woody and Paula - Model T, Ed - Model T, and Tom - Model T. Tom Currin came down to see us off. We left on time, no small miracle for us. We took an, shall we say, interesting route out of town, reminiscent of last year's trip to Hocking Hills, through some colorful neighborhoods.



It had been a super rainy week in the Tri-State, but the meteorological forecast was for a nice weekend. And it was. Noting what the well attired traveler was wearing on departure, one can see it was a tad bit chilly on leaving and it stayed fairly cool and over cast the whole day, but all went well.

Speaking for myself, an unanticipated, but much appreciated pit stop was accomplished along the way at the Stupitt America filling station at the extreme end of Sharonville. It seems we only rent coffee. For a short time. Mostly we followed old U.S. 42 once we got shed of towns. We



tarried a while in Lebanon to visit some shops, shop a little, and have a bit to eat. As you know, Lebanon is home to the Golden Lamb Historic Restaurant. One look at the prices on the menu and you know at once why it's called Golden.



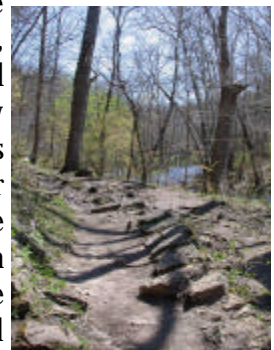
At our next destination of note, we paused, ate, and shopped in Waynesville, a nice little town that would likely fade to dust if all the "antique" shops and such were shuttered up and closed. We ate at a swell Mom and Pop restaurant - lots of food, great service, and



modest prices. My kind of place. After a fine meal, we ambled about town in search of the Eternal Bargain. There weren't a lot to be found, but several of our travelers did spring for a dollar or two. Completing the shopping circuit, Gary departed back for Cincinnati and we went on our way.



We next stopped at the Clifton Gorge and took one of the smaller walking tours. There's a lot to see there, but our time was limited. Pets were unwelcome there, and Toby was miffed. The scenery was kind of nice, lots of white water in the river that is cutting the gorge, courtesy of all the rain the area had had lately. There was a picturesque waterfall



(Continued on page 7)



whose size was probably related to all the rain. The whole region was pretty well watered with lots of creeks and smaller rivers. All were at least up and roaring and more than a few were out of their banks.



We were less than ten miles from our motel and were there in three rattles of a Model T and two clatters of a Model A. Or so. We repaired to our rooms for some much needed R&R. That evening your recorder managed to root two teams to defeat in the NCAA semi-finals. Wonder what it would do if I rooted for Osama? You know, apply some reverse psychology.

We left out in the morning promptly at about 9 or so, headed for Clifton Mills, a water powered grist mill; a throw-back to olden days. It's privately owned now, but open to the public. It was neat, but liability issues prevented us from getting to where the machinery would be most interesting to us gear heads. But what were we were able to view makes



one wonder how the old timers were able to devise, design, and construct such an elaborate affair. With no computers, yet. They had free sam-

ple (Is this redundant?) bags of stone ground flour complete with pancake directions. Our guide said they couldn't sell it - yup, liability issues - but could



give it away. Go figure. But to fast forward a tad, it made some swell pancakes.

On the way home we passed through a small hamlet by the name of Pleasant Plain. There wasn't much noteworthy. It consisted mostly of a store that had a large sign which proclaimed for all passers-by to read - **GOOD FOOD and LIVE BAIT**. Um, hum? Didn't Grandpa always say "Don't get your food where you get your fishing bait", live or otherwise?

The trip home was leisurely, but was slightly doggy. That is, it was a little melancholy, knowing it would be back to the old grind all



too soon. We mostly came home a different route than we took going. Being Sunday, the traffic was very light. Traveling as we do at modest speeds, you see a lot you would otherwise miss. F'rinstance we saw a field of llamas, who gave us a look of total disdain. If you get too close to a llama, you'll notice disdain on your shirt. They spit. No doubt had they been

(Continued from page 7)

close enough they would have spat at us. And we go through towns and burgs you never encounter with



interstate travel. Speaking of llamas, if a "one L lama" is a priest in Tibet, and a "two L llama is a beast of burden in the Andes, what's a three "L" llama? Why, it's a

huge fire. Sorry, de debbil made me do it. The roads were antique car friendly – mostly straight and level. We stopped in Greater Goshen for lunch. Dining options were Spartan. Architecturally and nutritionally speaking, it was 1) Ronnie McD's or 2) Skyline. Woody, Paula, and Tom opted for number 3, the Running Board café. By this time it was practically balmy and very sunshiney. We



could watch the comings and goings of the traffic, of which there was quite a lot. And murdercycles! We must have encountered figuratively 100's of them. I suppose they were taking advantage of the nice day to blow the dust off their two wheelers.

Leaving out, we headed for Cincinnati along the famous Columbia Parkway, which could stand to be repaved. It's as rough as the bed of the canal whose path it follows. It's rougher than something or another. There's a simile that fits, but not enough neurons are firing in concert to bring it forward. Once in the municipal confines of Old Losantiville, we came past Great American Ball Park just before the Reds went down in flames. At least we avoided the fiasco of post-game traffic. Seems as though we came through the area about a year ago returning



from Hocking Hills at about the same time and circumstances and there was a game underway. That the Reds lost. If we're not careful, Major League Baseball will ban us along with Pete. Crossing into Newport, the one with the

Levee, we gathered for the last time on the tour at the Peace Bell Plaza. The flags there were at half-staff in honor of the Colerain Township fire-fighters who had lost their lives fighting a blaze earlier in the week. After basking in the warm springtime sun for a while and just plain visiting, we all went out



separate ways, anticipating the next tour.

Thanks to Ed for engineering a swell weekend

of motoring fun. - Rex D. Karrs reporting

AUTOMOTIVE HISTORY AT A GLANCE
June 30, 1953 First Corvette produced

The first Chevrolet Corvette, a white convertible roadster with a red interior, was produced in temporary facilities in Flint, Michigan. The Corvette was born as a dream car for the 1953 Motorama. The first all-fiberglass-bodied American sports car, the Vette turned heads with its release. The sleek lines of the 1953 edition are among the best produced by American car design. But underneath its exterior, the first Corvette's inner workings were less than impressive. They were comprised mostly of existing General Motors' (GM) parts, including a "Blue Flame" inline six-cylinder engine, a two-speed automatic transmission and the drum brakes from Chevrolet's regular car line.

The Corvette was at best a half-hearted attempt at a sports car. Events, however, combined to keep the Chevrolet Corvette in production in spite of its dismal sales record early on. Ford's release of the T-Bird in 1954 necessitated the existence of the Corvette as GM's answer in the small, sporty market. GM gradually improved the vehicle's design until, by 1961, it was undoubtedly America's favorite sports car. Unique in American history in its longevity as a model, the Corvette has remained an impressive machine throughout its lifetime. In recent years, GM has been able to rank the Corvette among the world's elite sports cars in 0 to 60 times, top speed, and overall muscle.

