

February 2022

THE SIDELIGHT

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Deadline for articles is the 18th of preceding month in order to have it printed in the following issue. Articles from the membership are welcome and will be printed as space permits. Members may advertise at no charge, either for items for sale or requests to obtain.

Editorials and/or letters to the editor are the personal opinion of the writer and do not necessarily reflect the official policy of the club.

The Sidelight is automatically delivered to all members by email each month. Anyone wishing to receive a paper copy via US mail may call Sandra Joseph (502) 558-9431 or email her to: sidelighteditor@gmail.com.



FROM THE PRESIDENT MARK KUBANCIK

Well....here we go again! Thus far, 2022 looks a lot like much of the prior two years. Covid is everywhere it seems, coupled with other seasonal illnesses (can you say “flurona”?), service interruptions, and empty shelves for a variety of goods. As a result, both the KYANA Region and KYANA Charities boards jointly agreed to postpone our January Business Meeting and combine it with the February 20 Swap Meet Planning Meeting. As I write this message, medical experts believe the omicron surge will peak in the second half of January and quickly dissipate as has been the experience in South Africa and parts of Europe. Know that your boards will continue to monitor the situation and make a decision regarding the February meeting with everyone’s safety in mind.

Speaking of Covid impact, the AACA Annual Meeting in Philadelphia scheduled for mid-February is being moved to Gettysburg. The city of Philadelphia instituted some very restrictive Covid measures early in January following the omicron surge. Those new measures would have made it very difficult to conduct their meeting as planned, thus the venue change to a less-restrictive Gettysburg, PA. Fred Trusty, Chester Robertson, and I are planning to attend, while knowing those plans may have to change.

Speaking of service interruptions, how has your mail service fared lately? We went for five days with no mail service at our house. I signed up for informed delivery from USPS so I knew we were supposed to have mail, but it never showed. Visits to the local post office blamed the lack of service on worker illnesses. Those who were still standing exhibited a robust lack of care and concern. Since then, our service has returned to normal with our regular carrier back on the route. However, I’ve seen reports on local TV news about similar issues throughout the area. All this venting has a point: If you have access to the internet and/or email, remember that you can receive your Sidelight via email at the same time it is sent to the printer. We have also worked to ensure that our KYANA Region AACA website’s webmaster is on the same mailing list. Within a couple days of receipt, he will upload The Sidelight to our website: <https://kyanaregionaaca.com/>

We have fingers crossed that our Swap Meet in mid-March will take place as scheduled. Your Swap Meet chairpersons are working now to ensure a safe and successful meet. Our success depends on our member’s volunteer spirit and you will see opportunities in this issue of The Sidelight to sell admissions or work door security. There are several positions that provide for social distancing if that is a concern. All pre-members are expected to work at least one Swap Meet shift per member, and that work is the mark that must be checked to become a full KYANA member. We thank all our volunteers in advance for their hard work on KYANA’s behalf!

Thanks, Mark

Remember...it's supposed to be fun!

FROM THE SECRETARY ALEX WILKINS

KYANA Region Board Meeting Minutes – January 11, 2022

Location: KYANA Clubhouse

KYANA Region Board Members Present: Mark Kubancik, Roger Stephan, Brian Hill, Beth Coates, Alex Wilkins, Tim Truax (via phone)

KYANA Region Members Present: Pat & Hunt Palmer-Ball, Ruth & Eric Hill, Ken Martin

Meeting called to order at 6:35 pm

Secretary's Report: Alex moved to accept the December Secretary's Report, Roger Stephan seconded the motion. The motion carried with all in favor.

Treasurer's Report: Alex moved to accept the December Treasurer's Report, Roger Stephan seconded the motion. The motion carried with all in favor.

Activities: Due to high rate of COVID-19 transmission in the area, the January Business Meeting has been moved to February 20 to coincide with the KYSWAP Business Meeting.

Ken Martin and Mark Kubancik updated the board on preparing for a chili dinner to review a book written by KYANA Member Greg Gitschier. The tentative date is March 4. Details to come.

Mark Kubancik is currently scouting locations for a Junkyard Tour. Details to come.

The board discussed possibilities for an overnight trip as well as late spring car shows in the local area.

Membership: Mark Kubancik updated the board on 2022 renewals. We currently have 44 pre-members signed up for this year.

The board discussed tracking event attendance for pre-members, especially at pop-up events that are not able to be printed in the Sidelight.

Clubhouse Rentals: The clubhouse is booked for one event in January and one in February.

Sidelight: Ken Martin has offered to speak with pre-members and write articles on their behalf for publication in the Sidelight. Details to come.

Website: Nothing new to report.

Old Business: Nothing new to report.

New Business: The board discussed transferring files and documents since there are new officers for 2022.

The board is investigating the use of digital payment methods for the club.

A motion to close the meeting was made by Brian Hill and seconded by Beth Coates. The meeting to adjourned at 7:28pm. The next meeting will be held at the clubhouse on Feb 8 at 6:30 pm.



KYANA EVENTS BY CHESTER ROBERTSON

Just two years ago KYANA was making final plans for the 2020 KYANA Swap Meet with stories about a new virus over in China that was killing hundreds and hundreds in their country. With our swap meet moved back to the end of February we had to make some adjustments with our vendors. Little did we know, this move saved our swap meet as a week later that virus hit our country with businesses, schools, and most activities grinding to a halt. The year was a disaster for all. A year later, COVID was still killing family members and friends. KYANA was forced to cancel the 2021 meet, and the year would have few activities. As 2022 begins we are still pondering our future.

This month, Fred, Mark, and I had made plans to attend the AACA Annual Convention in Philadelphia, but now that event has been canceled and has been moved to Gettysburg, PA. This site always gives me cold chills to stand on that battlefield and think about the 50,000 soldiers that were killed there in three days, the bloodiest battle ever fought in America. Your KYANA leaders will now drive to the convention. I apologize for getting off track.

The Derby Dinner Playhouse, hosted by Alethea Hayes, will be held on Sunday, February 13, 2022. Unfortunately, your three leaders will be heading home from Gettysburg and will not be able to attend. We hope you all have a great dinner and play.

The KYANA Business and Swap Meet Planning Meeting will be held on February 20, 2022 at the Ole KYANA Home, hosted by Morgan Howard. You will hear about KYANA business ventures, finances, and swap meet preparations. I forgot to add that you will be served one of the best meals of the month and, you will get to sign up with our chairman to work at our swap meet. The KYANA Swap Meet is on March 11, 12, and 13. You need to be proud to have the opportunity to work at the greatest and largest indoor swap meet in the whole country. Vendors and shoppers from all parts of the U.S. come to participate in this outstanding weekend. Each KYANA member is needed to ensure that this swap meet is a success in 2022. Please come work! Chester

PRAYERS, THANKS AND CONGRATULATIONS



- ✚ Sandy Robertson is recovering from a fall.
- ✚ Ray Hayes was hospitalized but is doing better.

Please pray for these and for all those that are recovering from surgeries they had earlier in the year. Let's support one another. I hope to see everyone when things get going again. Stay well and if you are having surgery, let me know. Stay warm and well. Patsy

DERBY DINNER PLAYHOUSE



KYANA @ Derby Dinner Playhouse

Sunday, Feb 13, 2022

A Matinee Showing of:
RED VELVET CAKE WAR

Doors are open at 11:30AM.

Please arrive early to check in with me if you would like to sit with a group. All parties of your table group must be present when you check in so I can account for all members in attendance. I cannot hand a ticket to you for someone else if they haven't checked in with me first.

Prices are below, and I look forward to seeing you at the show! -Alethea Hayes

Members Pay: \$17.50 per person

Non-Member Pay: \$35.00 per person

This event fills up quick! So please send in your checks Addressed to **KYANA** to the address below:

Alethea Hayes
199 Mudd Lane
Fisherville, KY 40023

KYSWAP BUSINESS & SWAP MEET PLANNING MEETING



WHEN: February 20, 2022 2:00PM

WHERE: Ole KYANA Home

Please send a check in the amount of \$8.00 per member payable to KYANA to:

Morgan Howard
5408 St. Gabriel Lane
Louisville, Ky. 40291
502-553-4413
Deadline Feb. 14, 2022

CHILI NIGHT AT THE KYANA CLUBHOUSE

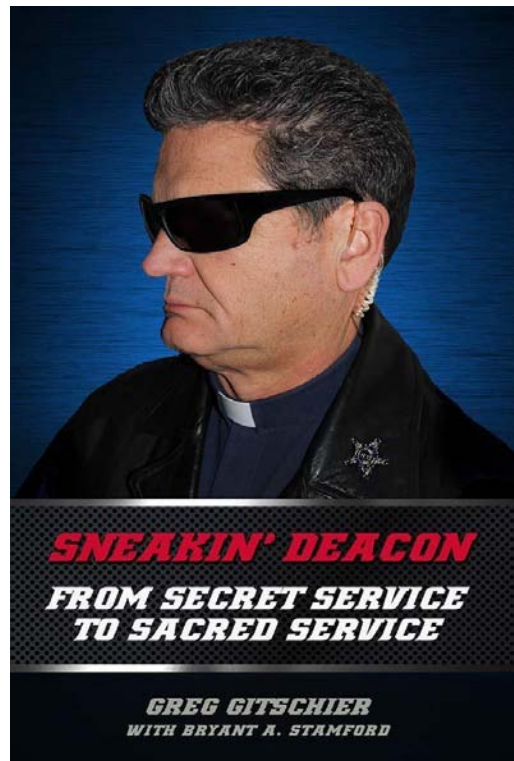
Special Guest – Book author Greg Gitschier...the “Sneakin’ Deacon”

Please join us Friday evening, March 4, for some good food, fellowship, and inspirational discussion with KYANA member and local author Greg Gitschier. Greg has co-written a book titled Sneakin’ Deacon....From Secret Service to Sacred Service in which he shares some interesting stories chronicling his career as an LMPD officer, Secret Service agent, personal security advisor, Catholic deacon, and police chaplain. Greg will be on hand to share some personal stories and autograph copies of his book. All proceeds from the sale of Greg’s book go to support Kids Cancer Alliance, a charity near and dear to Greg’s heart and a key part of his book.

We will be serving a hearty chili & hot dog supper including dessert, soft drinks and all the fixings. Cost for KYANA members is only \$5.00 per member. Supper will be served at 6:00 p.m. followed by a question and answer session with Greg Gitschier.

Send your check payable to KYANA to event sponsor Ken Martin at the address listed below. Deadline to provide a count to the caterer is Monday, February 28.

Ken Martin
8106 Barbour Manor Dr
Louisville, KY 40241



KYANA SWAP MEET VOLUNTEERS NEEDED!

KYANA's annual Swap Meet only succeeds thanks to our many member volunteers. The two functions with the most need is for admission sales at entry doors and security monitoring at the remaining entrance and exit doors at the KEC. We again will be seeking volunteers to work both admission sales and door security at the Swap Meet.

Admission sales have a variety of shifts available Friday afternoon, Saturday, and Sunday. Joanna Miller will again be scheduling volunteers for admission sales. You will be responsible for selling admission wristbands, ensuring the wristbands are worn by attendees, and checking those walking in are wearing a wristband.

Security volunteers will be assigned a four or five hour shift and a door to monitor. You are responsible to monitor the door, check people entering that door, and ensure they have the proper wristband to enter. You are provided a comfortable chair while performing this task. We monitor doors Friday afternoon and all day Saturday, with both morning and afternoon shifts available Saturday. Mark Kubancik will again be scheduling security volunteers.

Your requests to work admission sales or door security will be recorded at the Swap Meet Planning Meeting on Sunday, February 20. If you will be unable to attend this meeting but want to volunteer or have a specific request for a particular date or time, please feel free to contact Joanna or Mark before the meeting:

Mark Kubancik

Joanna Miller

Phone: (502) 797-8555

Phone: (502) 834-7062

email: mark.kubancik@gmail.com

email: rem120948@yahoo.com

got ideas?
LET'S HEAR THEM!

Do you have an idea for an event that you would like to set up and organize? Is there a place that you visit that we could take our cars to and show them off? In the past years we have visited nursing homes, caves, and show cased our cars in parades. We have also been to restaurants and just enjoyed the company of others. There might even be an overnight trip that you are just dying to take. Think outside the box.

If you are dying to share your favorite place or event, please contact Chester Robertson at (502) 935-6879.

M5 TYPE 2 LIQUID VESICANT DETECTOR PAINT

By Jerry Bass



I came across an article a few months ago concerning some strange sheet metal that was found during a recent demolition of a stable-turned-garage on the outskirts of the city of Bonn, Germany. The article went on to say that when first discovered, the sheet metal sections were believed to be aircraft panels but because they were not made of aluminum that was quickly ruled out. They were finally identified as Jeep

hoods that had been flattened out and used as panels to repair the roof. All of the hoods had the distinctive white five pointed star surrounded by a white circle. On some of these hoods there was also a unique brown paint. The presence of the brown paint indicated that some of these hoods were originally on Jeeps that were present at the Normandy landings.

The five pointed star on the hood of US Army vehicles in WW2 was known as an "Invasion Star". Army regulation AR-850-5 issued August 1942 ordered a plain white five pointed star, as the national symbol. It was seen in all theatres from 1943 and by 1944 was the most common national identification sign. Sometimes the star was surrounded by a white circle.

If you've ever seen a picture of a World War II vehicle with this star and brown paint between the points on the hood you might have assumed it was just an aesthetic touch. But it was much more than that. That brown paint between the star points was there to keep soldiers safe. Here's how it worked.

The brown paint's purpose was to protect against chemical weapons attacks. It was called M5 Type 2 Liquid Vesicant Detector Paint. This paint when exposed to mustard gas spray would turn bright red. It would respond in about 4 seconds giving the vehicle operator time to don chemical gear. The star was placed on the front of the motor vehicle as it was assumed the Jeep, truck or tank would normally be moving forward and by placing it on the front the driver could see it immediately.



The application and use of M5 Type 2 Vesicant Paint was outlined in a restricted U.S Government Document from Hq ETOUSA Cir #15 from 16 February 1943. "In order to provide for

the detection of liquid vesicants, the following procedure is adopted,” the European Theater of Operations document reads. “When the national symbol is located in a position visible to the driver, the space between the points of the star will be painted with paint, liquid vesicant detector, M5, to form a circle around the star.”

“In the presence of a vesicant spray attack,” the document continues, “the detector paint will give warning by becoming discolored from its normal brown to red,” going on to say that the paint does not work if the vesicant is a vapor.

The document continues, saying that “if the star symbol isn’t visible, a two-square foot blotch of paint should be painted on an area that the driver can see, and that the paint has to be renewed twice a year or whenever it becomes checked and chalky.” The paint should be cleaned with a brush and water, and it should be kept away from leaded fuel, the document states.

It’s no surprise that this paint was meant for the European theater, as Germany had become well-known for its chemical weapons use during World War I.

According to a paper written by the U.S. Army Soldier and Biological Chemical Command, American researchers during World War I developed this paint based on I.E. du Pont lacquer and linseed oil, copying the Germans, who were painting their mustard shells to detect leaks at that time. According to the document, the prototype paint turned from brown to red within four seconds of contacting a mustard agent.

It’s obviously critical for soldiers to be able to recognize the presence of chemical agents, which is why the U.S. military used this M5 vesicant detection paint not just on vehicles, but also on helmets and on “gas detection brassards,” which are armbands or pieces of cloth or other material worn around the upper arm. Unit, role, rank badges or other insignia are carried on them instead of being stitched into the actual clothing. Allied soldiers wore these on their arms as they invaded Normandy.

DUESENBERG AUTOMOBILES.... IT’S A “DUESY”



Duesenberg was among the finest automobiles between 1913 and the 1930s. Duesenberg Motor Company was started by August and Frederick Duesenberg in Minnesota, where they were self-taught race engine builders. They got their professional engineering start at farm machinery maintenance and then to bicycle design, manufacture, and repair. Additionally, the brothers were enthusiastic, winning bicycle racers (especially Frederick). They also built some fantastic hand-made, cars and a single-cylinder motorized bicycle. In 1914, Eddie Rickenbacker drove a Duesenberg to 10th place at the Indianapolis 500 and won the race in 1920, 1924, 1925, and 1927. Some power plants were manufactured in Iowa; these engines met auto racing success and notoriety too at the French Grand Prix in Le Mans. Beyond having great engines, racing triumph was also influenced by their development of four-wheel, power-assisted brakes and other advances. Winning brought them public popularity.

During World War I, they built Bugatti aircraft engines, under license for the US Army Air Force Service in New Jersey. The contract ended after the war and was unsatisfactory for the company. Therefore, they sold their factories to John Willis and moved to an Indiana headquarters near the Indianapolis 500 racetrack. There in 1919, they founded the Duesenberg Automobile and

Motors Company, Inc. Production of passenger cars began around 1920, to make enough money to fund racing interests. Duesenberg was a fast racing-engine with a well-designed chassis; customers purchased a car body from independent coachbuilders, at additional cost. They were among the most expensive passenger vehicles anywhere, superior in engineering, and only affordable to the ultra-rich and by famous internationals. During these years there were close connections to the Maytag and Mason brand automotive companies.

In 1921, Frederick Duesenberg drove one of their automobiles as a pace car in the Indy 500. Building racing engines remained their passion, even more than for automobile production; business ventures remained troubled, sales lagged, and the company eventually became bankrupt. Many left-over Duesenberg components were unsold.

E.L. Cord was a savvy, sales businessman and was impressed with the Duesenberg brothers' engineering expertise. He purchased Duesenberg in 1928 and incorporated it into his Auburn Automobile Company of Indiana. He took old stockpiled Duesenbergs and spruced them up, brightly repainted to revise the brand. They became the luxury, top-of-the-line product to accompany Auburn and Cord. Duesenberg was fondly called a Duesy. Business increased, and these vehicles were marketed all over the world. Each one was precision-built to the highest technological standards. Following 1929 and into the Great Depression, however, expensive auto markets declined and Duesenberg along with the whole Cord empire faded from existence in about 1937. Nevertheless, many collector versions still exist today and are extremely valuable. [*The term "doozy" predates these cars but got into the then popular "Duesy" reputation. This is familiar to the next generation also in the word "Caddy", and something excellent was often described as being "Cadillac".]

Three Major Models

1921-1927: The **Model A** was an advanced technology automobile with the first mass-produced aluminum straight-8 engine in this country, with four valves per cylinder, hydraulic brakes, and lightweight. This straight-8 powered many future Duesenbergs. Very fast and exclusive, it was popular with rich people and became an iconic image for the populous. A few hundred vehicles were produced; yet, that and racing did not yield financial security, nor big sales.

1926 – 1927: **Model X** was next one, able to reach 100 miles an hour, and innovative, but only 13 were built. Five still might exist today. August Duesenberg was heavily involved in the X versions, but less in future work. The Duesenberg brothers, while still outstanding engineers, became Cord company employees. Besides designing amazing car engines and chassis, they also built boat and aircraft engines.

1928-1937: The ultra-fancy **Models J, SJ, SSJ, JN, and SJN** emerged under the direction of E.L. Cord, with Frederick Duesenberg as the chief automotive engineer. He was charged to build the biggest, most powerful, and luxurious passenger vehicles in the world. Many say that this was definitely accomplished!

The Model J Duesenberg was fabricated with chassis, engine, and running gear only. Chassis came in two sizes with two different wheelbases. There were warning lights to attract attention to oil change or battery concerns. Automotive bodies were independently procured from builders all over this country and Europe. All were individually designed and grandly appointed. The Model J was one of the world's most prestigious cars and became a status symbol. To promote sales, famous people were pictured in advertising.

However, because of friction between Mr. Cord and August Duesenberg, they still independently fabricated racing engines. August designed engineering advances, including the

power-enhanced superchargers utilized by Duesenberg, Cord, and Auburn. With superchargers they were guaranteed to go 100 mph (and capable of ~120). Question: despite hydraulic four-wheel brakes, how fast and/or safely could one stop at those speeds, especially since the weight of some of these automobiles was in the 2-4 ton range?

Model Js utilized a Duesenberg brothers' designed racing engine, built by Lycoming. In the 1930s, the Duesenberg was the fastest and most costly production cars in the USA. In 1932, Frederick Duesenberg died of pneumonia following an automobile accident while driving a SJ convertible. Subsequently, August took over as chief engineer. There were many modifications available, including superchargers, ram-air intakes, carburetors, etc.; all these yielded a boosted doubling of horsepower. However, his professional enthusiasm waned. Only well into the mid-1930s was a synchronized gearbox available and gradually much of the mechanical technology was less advanced than their competition.

The price of these automobiles ironically played a role in their demise. Sales numbers had already been low and now declined during the Great Depression. The early prestige value of a Duesenberg became a handicap during the depression. Undesirable feeling against opulence became prominent since lots of people were out of work and starving. Sales lagged further and Duesenbergs often remained parked in garages, hidden from view. Production ended in 1937, along with the demise of Auburn and Cord. What had made them famous also led to their end. A few chassis and cars were still sold through 1940.

August Duesenberg continued by selling marine versions of Hudson flathead engines. After World War II, he unsuccessfully tried to restart Duesenberg manufacture. Since then, there have been several attempts to revive Duesenberg. Further tries were made in 1966 and the 1970s. Replica-reproductions were built between 1978- 2000, and another uneventful effort to bring back this amazing brand occurred just a few years ago. Duesenberg has a prominent place in car history and to this day at automotive shows and with enthusiasts.

Steven Lippmann

Louisville, Kentucky

February 2022



1931 Duesy



1932 Duesy



1935 Duesy



**KYSWAP
KYANA SWAP MEET
LARGEST INDOOR
SWAP MEET**



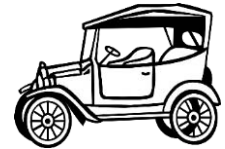
56th YEAR - SINCE 1965

March 12-13, 2022

**KY State Fair & Exposition Center
937 Phillips Lane
Louisville, KY 40209**

Saturday – 8:00am – 6:00pm

Sunday – 8:00 – 4:00pm



Admission - \$10.00 per day
Children under 12 Free with an adult

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Corner Space - (10x20) - \$100.00
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100 Space Outside Car Corral
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502-468-1442
\$30.00 per space



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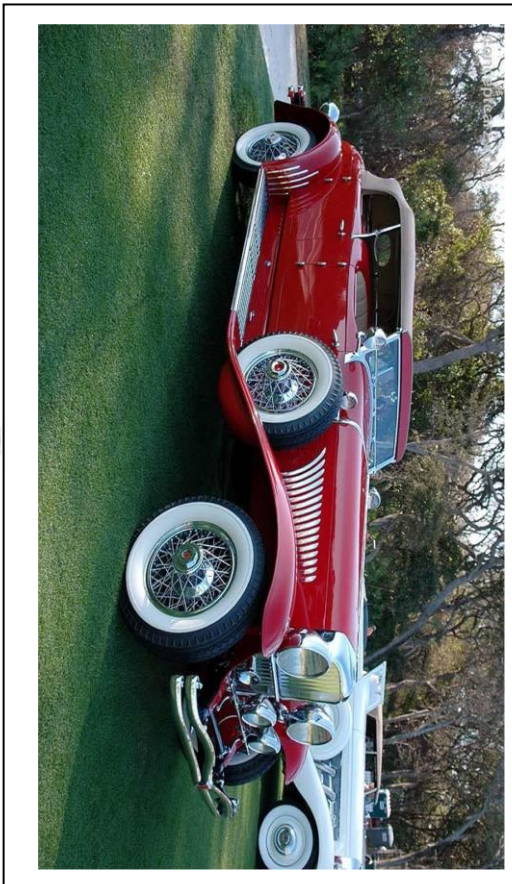
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On the cover:
Check out the
article from Steve
Lipmann about the
Duesenberg
automobile.



THE SIDELIGHT

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