

March 2022



# THE SIDELIGHT

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### **THE SIDELIGHT OFFICIAL PUBLICATION OF KYSWAP, INC. LOUISVILLE, KENTUCKY**

**Deadline for articles is the 18<sup>th</sup> 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](mailto:sidelighteditor@gmail.com).



## FROM THE PRESIDENT MARK KUBANCIK

It's show time! After pre-vaccine Covid shut down our swap meet last year, we are again ready for our 56<sup>th</sup> annual event, the largest indoor automotive swap meet in the country! My sincere thanks to all our member volunteers that make our swap meet one of the most popular in the country. We have crews that brave the fickle late winter weather, others who walk miles during the three-day event, several that spend the overnight at the KEC to provide security, and many other volunteers that ensure all vendor and attendee needs are met. This event would not be the long-term success that it is without YOU, the KYANA volunteer. Your service is much appreciated!

With a year off, we have many new pre-members that have yet to work their first swap meet. Roger Stephan has engaged with these folks to ensure they serve the club at the swap meet. If you see one of these new members at the swap meet, please take the time to introduce yourself and say hello. Since the pre-members will not receive their KYANA name badge until after the swap meet, they will be wearing a lanyard with a KYANA patch. Again, if you see someone wearing this lanyard, please extend a greeting.

Fred Trusty and I recently returned from the AACA annual meeting in Gettysburg, PA. This was my first such meeting and it was a great and informative event. Much of the discussion at the annual meeting focused on growing membership and several good ideas were offered, some we will likely incorporate. It's encouraging to attend such a meeting representing a vibrant region like KYANA. While a few regions and chapters lost members or disbanded altogether, KYANA is strong and growing. Although we lost 15 members last year due to various reasons including death, we have a large group of 40-plus new members joining KYANA since our last swap meet.

Additional KYANA pride at the AACA annual meeting came from the parent organization's recognition of Fred Trusty and John Flechler. Having served various roles on the AACA board over the past several years, Fred was appointed AACA's Executive Vice President for 2022. Barring any unforeseen event (can you say "global pandemic?"), Fred will become AACA's next President in 2023. Congratulations Fred!

John Flechler has volunteered at the AACA in several roles for many years. In recognition for his service in 2021, John received The Thomas J. Wells Memorial Award. This award is presented at the AACA Annual Convention to an AACA Field Judge whose continued performance has contributed to the success of the judging program. Tom Wells set high standards for judging and this award is made to those who give their time and knowledge to support the AACA judging system. Congratulations John!



Looking forward to seeing everyone at the KYANA Swap Meet!

Thanks, Mark

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

## FROM THE SECRETARY ALEX WILKINS

KYANA Region Board Meeting Minutes – February 8, 2022

**Location:** KYANA Clubhouse

**KYANA Region Board Members Present:** Mark Kubancik, Chester Robertson, Alex Wilkins (by phone), Beth Coates, Roger Stephan, Brian Hill, Brian Koressel, Tim Truax (by phone)

**KYANA Region Members Present:** Eric Hill, Ruth Hill, Neil White

Meeting called to order at 6:35 pm

**Secretary's Report:** Chester moved to accept the January Secretary's Report, Brian Koressel seconded the motion. The motion carried with all in favor.

**Treasurer's Report:** Chester moved to accept the January Treasurer's Report, Brian Koressel seconded the motion. The motion carried with all in favor.

**Activities:** The board discussed the upcoming combined C7 Business meeting and KYSWAP Business Meeting to be held on February 20.

Mark updated the board on the March 4 chili dinner. He also updated the board on the Junkyard Tour, now scheduled for April 1. Details to come.

The board discussed possibilities again for an overnight trip.

**Membership:** Alex advised that the annual AACA National member update forms were sent off.

The board agreed to permit pre-members to track their own attendance, in a continuing discussion from January's board meeting.

Neil and Roger provided an update to the board on a new member handout that can be given to prospective members at various KYANA events. Further details to come.

**Clubhouse Rentals:** Nothing new to report.

**Sidelight:** The website editor has been added to the mailing list for The Sidelight. This will speed up the process of uploading new issues of The Sidelight to the website.

**Website:** Same report as The Sidelight above.

**Old Business:** Chester provided some updates for the board on the upcoming 2022 Brass Tour.

Beth provided some updates for the board on alternate payment methods. More details to come.

**New Business:** George Fackler contacted the board about putting up an "In Memoriam" plaque in the clubhouse to honor members who have passed. More details to come.

A motion to close the meeting was made by Brian Hill and seconded by Chester. The meeting adjourned at 7:57 pm. The next meeting will be held at the clubhouse on March 1 at 6:30 pm.



## KYANA EVENTS BY CHESTER ROBERTSON

The KYANA Business and Swap Meet Planning on Sunday, February 20th had an over- flowing crowd at the Ole KYANA Home. This was the largest turn-out since early 2020. The KYANA members have signed up in record numbers to carry out the necessary functions to make our annual meet a great success, On Thursday, March 10th the huge task of marking over 1,100 spaces with about two dozen workers will take hours. At 10:00AM on Friday, the process begins of moving the vendors into the building, with the carpet vendors going in first. Next, the big rigs that need lots of room to move around will enter. Lastly, the trucks and trailers will be unloading until the building is full. On Saturday at 8:00AM, the shoppers will pour into the buildings looking for those needed parts. This shopping frenzy will continue until Sunday afternoon. On Sunday around 4:00PM, the rush will start to get everyone out and headed home. Thanks to each of you for making this happen!

It looks like the KYANA activities are back. The Derby Dinner Playhouse event hosted by Alethea Hayes shows that our members want to get out with over 30 people in attendance for this event. The Chili Night hosted by Ken Martin on March 4th already has a large sign-up. Mark's annual salvage yard tour is causing a lot of excitement. The Boy Scout's car show on May 14, 2022, hosted by Eric Hill, is a chance to get your old buggy out and see old friends. Bob Johnson announced a blue grass tour in the late spring. The AACA Eastern Spring Nationals in Beckley, WV on June 16 -18 will be our first overnight of the year is being hosted by Jim Joseph. If you want to take us some place. Just call! Thanks Chester

PS Please make sure you and your chairperson signs your workers cards for your awards!!!

## PRAYERS, THANKS AND CONGRATULATIONS



✚ I want to thank all of the KYANA folks for the delicious fruit basket. Most of all for all your prayers and the uplifting get well cards that I have received.

Thanks, Steve Koonter

▪ Clarence and Kathy Chesser would like to thank the KYANA board and members for the January 12<sup>th</sup> use of the clubhouse for the celebration of his brother's life. They would also like to thank Ruth Hill for her help getting the tables ready for their guests and helping the caterer. Her kindness will not be forgotten. Thanks to all the members who expressed condolences.

✚ Sandy Robertson is doing better.

✚ Bob Burke had surgery for Carpal Tunnel and is doing fine.

✚ Kyana offers our sympathy to the Hoehler family in the death of Janet's mom. I also learned today that a long-time member passed in December and I did not know about it. I apologize for that. Carolyn Alexander passed away on Dec 5th. Kyana is saddened by that news.

Hopefully spring is on its way and it will bring better health. If you are having surgery, please let me know. Stay well. Patsy

## 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.

This event is scheduled for Friday, March 4, which also happens to be the first Friday of Lent. Respecting the fact that our guest speaker, Greg Gitschier, is a deacon of the Catholic church and that we will likely have several members that are also Catholic, we are adding meatless options to the menu. We will be serving a hearty bean soup, chili & hot dog, and mac & cheese supper including corn muffins, dessert, soft drinks and 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 502-641-2153

## KYANA SALVAGE YARD TOUR – APRIL 1 (No fooling!)



Mark your calendar for April 1 when the salvage yard tour returns to the KYANA activity list.

Now if you have checked your 2022 calendar you probably noticed that April 1 is a Friday. The yard we will be visiting, near Salem, IN, has a wide variety of older cars and trucks from the ‘30’s to the ‘70’s. The only problem is they are not open on Saturday. With many KYANA members retired we decided to hold this tour on a Friday. If you are still working, we are hoping that with enough advance notice you can request a day off on April 1 should you wish to attend.

If you like to visit wrecking yards where the cars are laid out in nice, neat rows and are easily accessible, suggest you return to the yard we visited last year. The yard we will visit this year is an active late model wrecking yard with nice neat rows for the newer vehicles. The older vehicles, however, have been moved to the outer edges of the yard where the briars and thicket make access a challenge to some of the vehicles. Rob Johnson and I made a scouting run in late January and confirmed that this yard should keep most KYANA members busy for at least a couple hours. The

yard operators are very accommodating and welcome customers to walk the yard and remove parts on their own. If you plan to remove some needed parts, please bring your own tools.

Most salvage yards in early spring can be very muddy, messy places, and this yard is no exception. Please plan accordingly, dress in old clothes, and wear boots or other footwear you do not mind getting muddy and dirty. You may want to bring a change of shoes to wear on the return trip. Other suggested attire includes gloves and rugged pants to battle the briar bushes. There is limited parking at the yard itself so it would help to keep the cars in the caravan to a minimum. Please carpool with your fellow Club members if possible and leave your car in one of the parking lots close to our morning meeting location.

After we have worked up an appetite at the salvage yard, we will travel a short distance to dine at Tracy's Bar & Grille in Salem, IN. Tracy's serves typical bar food including burgers, sandwiches, as well as a daily hot special. Their menu also includes many meatless options as April 1<sup>st</sup> is a Friday of Lent. We will order off the menu and sit in a separate room.

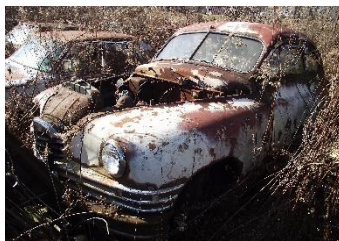
On Friday morning, April 1, we will meet at 9:00 a.m. at the McDonalds restaurant located at Exit 9, IN Route 311 in southern Indiana. McDonalds is located just west of I-65 at 102 Enterprise Way, Sellersburg, IN 47172. There is adequate parking in the McDonald's lot as well as additional parking in the large lot behind the restaurant. Again, please consider carpooling with a fellow member or two and leave your vehicle in Sellersburg. We will depart McDonalds at 9:30 a.m. so plan to arrive a little early if you wish to eat breakfast at McDonalds. Breakfast will be on your own. We will provide detailed directions to the salvage yard before departing McDonalds.

If you plan to have lunch with the KYANA group, cost per KYANA member is only \$5.00. Non-members will order off the menu and pay their full fare. There is no cost to attend if you decide not to eat with the group, however, if you plan to attend this tour and will not be eating with the group and therefore not sending a check, please extend the courtesy of notifying me that you plan to attend. This will allow me to know how many members and guests to expect at the salvage yard.

Please note: KYANA's salvage yard tours take place rain or shine! There is no rain date, and since we must commit to Tracy's by March 29, NO REFUNDS will be granted if your plans change after March 28. Thanks for your cooperation and understanding.

**Deadline to register for this event is March 28.** Send your check payable to KYANA, \$5.00 per KYANA member, to:

Mark Kubancik  
11403 Saratoga Ridge Dr  
Louisville, KY 40299-8313  
(502) 797-8555  
E-mail: [mark.kubancik@gmail.com](mailto:mark.kubancik@gmail.com)



## YOUNG HEARTS THEATRE PROUDLY PRESENTS



### ONCE UPON A SUMMER

Written and directed by KYANA's own Jane Burke  
Performances will be on April 7, 9, 10 at 2:00 p.m.  
On Saturday, April 9, there will be an  
additional performance at 7:00 p.m.  
Ursuline Arts Center  
3113 Lexington Road

*Please note: There is no Friday performance due  
to Ursuline/Sacred Heart closing their campus on that Friday.*

*Once Upon A Summer* is a whimsical trip back to the '50s and '60s summertime when our summers were filled with all kinds of fun activities! This show is filled with song, dance, skits, and just plain fun.  
Come and see us and the wonderful Rockerettes!

There is no charge for tickets - but donations are gratefully accepted!  
A very entertaining and fun-filled show!  
Come along and join the fun!

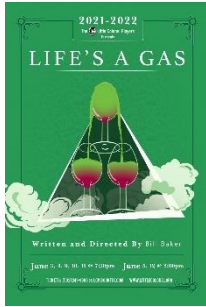
## NO AUBURN TRIP THIS YEAR, BUT.....



The Auburn AACA show was cancelled this year because the land was sold and the new owner has not made a decision on what will be done with it, but..... there is a show in Beckley, WV on June 18<sup>th</sup>. If we have enough interest Sandy and I will try to set up the trip. We would stay over on Friday June 17<sup>th</sup> for the show Saturday.

**Please call, text or send an email ASAP** to give us an idea of the number of members that would love the opportunity to try a new event. 502 558 5075 or [James.Joseph@TWC.com](mailto:James.Joseph@TWC.com). Please include your name and the best way to contact you, so that we can keep you updated on the latest details. Thanks, Jim and Sandy Joseph.

## LIFE'S A GAS



It's here! The annual play and dinner at Little Colonel Playhouse! This year's play is a comedy, written by a local playwright.

### LIFE'S A GAS

Sunday, June 12 at 2:00 p.m.

Little Colonel Playhouse

Pewee Valley, Kentucky

Dinner to follow at the Pewee Valley Woman's Club

The play at LCP will cost KYANA members \$8.50 each (non-members pay \$17.00 each.) The dinner will cost KYANA members \$11.00 each (non-members pay \$22.00 each).

Send your check for \$19.50, made out to KYANA, no later than May 10, to:

Bob Burke  
7218 Sunset Lane  
Crestwood, KY 40014  
Any questions, feel free to call at 500-7622.

## IN MEMORIAM

In remembrance of our departed club members there will be a plaque mounted in the clubhouse to display their badges. If you wish your loved one to be remembered this way, deposit their badge in the box at the information booth at the Swap Meet. If you are not attending the Swap Meet send their badge or deliver it to George Fackler. The badges will have a magnet attached for mounting

George Fackler  
1304 Ridge Pointe  
Goshen, KY 40026





## 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 morning and afternoon shifts and Sunday morning. Mark Kubancik will again be scheduling security volunteers.

Please contact Joanna or Mark to volunteer:

Mark Kubancik

Phone: (502) 797-8555

email: [mark.kubancik@gmail.com](mailto:mark.kubancik@gmail.com)

Joanna Miller

Phone: (502) 834-7062

email: [rem120948@yahoo.com](mailto:rem120948@yahoo.com)



# WORLD OF WHEELS



Let me start by saying thanks to everyone who participated in the inaugural Bluegrass World of Wheels Custom Car Show. The show was a big success. Over the course of two days we distributed more than 700 Swap Meet fliers, give out more than 300 pens, sold swap meet spaces and signed up new members. We also connected with hundreds of fellow collector car enthusiasts over the course of the weekend and enjoyed many conversations about the KYANA cars on display.



There were four KYANA cars, the Hill's 1909 Sears Model J which placed first in the Pre- 1928 Restored class, Tony and Debbie Foster's 1934 Ford three window street rod which placed third in the Modified class, Carl and Patsy Basham's 1964 Galaxie 500 2 door which placed third in the Conservative Hardtop class and Jim and Sandy Joseph's 1964 Chevrolet Corvette convertible which placed second in the Restored Corvette class.

Special thanks go to Alan Vannatta who donated his time to help staff the booth both days, and to Fred Trusty and Mark Kubancik who helped gather items for the display.



**1909 Sears Model J**  
Sears Motor Car Works,  
Chicago, Illinois, 1909-1912

**Owner Supplied Information:**  
**Owners: Brian & Ruth Hill, Louisville, Kentucky**

**SPECIFICATIONS:** Type 12 or 112 RUNABOUT, TWO-CYLINDER ENGINE, HORIZONTALLY OPPOSED, AIR-COOLED - BORE 4-1/8 INCHES STROKE 3-3/4, DISPLACEMENT 100.2 CU. INCH, 12 HORSEPOWER

It was late 1908 when Sears announced the upcoming Sears automobile. The big 1909 Fall Sears Catalogue was the first to include the Sears Motor Buggy. The Sears Motor Buggy was one of the more primitive early vehicles closely resembling a horse drawn wagon. It had an under floor air cooled 2-cylinder engine, tiller steering, and large diameter wood spoke wheels.

Sears, Roebuck and Company began the sale of motor vehicles through its catalogue - advertising the Sears' 36-inch-high wheels as the proper height to give the road clearance necessary, the most satisfactory service and the least vibration. The Sears was essentially a passenger car, but with its small luggage box it could also be used as a very light delivery truck.

Most of the manufacturers were located in the Midwest. Sears, Roebuck and Company, based in Chicago, served a new market opening up and attempted to capitalize on it. Sears, Roebuck and Company, famous for its ability to reach rural markets through its extensive mail order catalogue, put a motorized buggy on the market from late 1908 until 1912. It was advertised in both the Sears, Roebuck and Company regular catalogue and in the special catalogue promoting the automobile. Sears, Roebuck and Company's Motor Buggy Model J cost \$485, was shipped disassembled or knocked down in a crate, and weighed approximately 1,600 pounds.


Despite Sears' solid ability, the Sears Motor Buggy was doomed from the start. Buyers were looking for a faster, heavier, more comfortable transportation, and the Sears with its tiller steering and about 25 mph top speed was not what they wanted. Add to that the limitation of mail order selling and no local dealers and it is not hard to see why Sears never made a dent in the car market. By 1912, the automobile division had lost \$80,000. There were approximately 3,500 Sears Motor Buggies made from 1909-1912. In 1911, the last Sears Motor Buggies sold for \$485.

**Learn more about AACA at [www.aaca.org](http://www.aaca.org)**


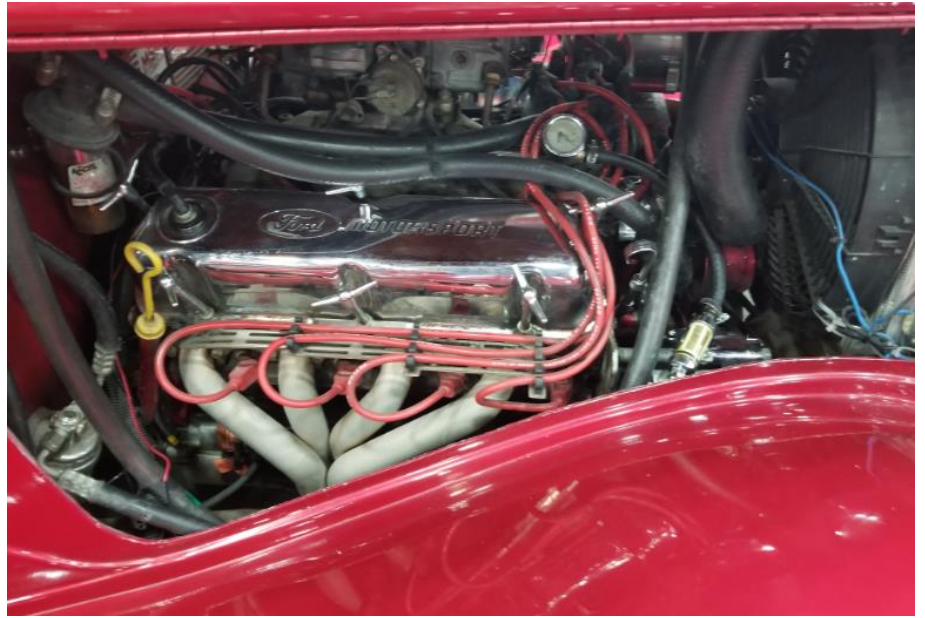
**KYANA REGION AACA**

**1934 Ford Three Window Coupe**  
**Tony and Debbie Foster**  
**Fairdale, KY**

Body: Street Beast Fiberglass  
 Engine: Ford 351 Windsor  
 Transmission: C6 Automatic  
 Rear Differential: 9" 3.55-1 Ford Positive traction  
 Color: 1979 Cadillac Saxony Red Base Clear  
 Wheels: Boyd Cottingham aluminum alloy  
 Interior: Grey leather by Steve Davidson



*A member of Burnt Ford, 5/19/79 - 6/19/79*

**ANYONE AUTOMOBILE CLUB**  
**MEMBERS OF AMERICA**

**1964 Ford Galaxie 500**  
**2-Door Fastback**  
**Original Paint and Interior**

*Owner Supplied Information:*  
**Original Owner: Carl Basham, Louisville, KY**  
**Purchased in 1964 from Burns Ford, Louisville, KY**

BODY	638 B	TRIM	76	DATE	116	PLANT	LS	COOL	36	AXLE	5	TRANS	5
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**VIN 4U66Z123456**

4 1964  
 U Louisville Assembly Plant  
 66 2-Door Fastback  
 Z 8-Cylinder 390 Cubic Inch (4-Barrel)


**DATA PLATE**

123456	Consecutive Unit Number
638 B 2-Door Fastback	BODY
B Pagoda Green	COLOR
76 Black	TRIM
116 November 16th	DATE
36 Louisville	DSO
5 3.50:1	AXLE
5 Four-Speed Manual	TRANS

**BURNS FORD, INC.**  
 1964 Ford Galaxie 500  
 2-Door Fastback

Learn more about AACA at [www.aaca.org](http://www.aaca.org)



 **1964 Chevrolet Corvette**

*Owner Supplied Information:*  
**Owners: Jim & Sandy Joseph, Batavia, Ohio**

**Riverside Red with Red Interior**  
**1 of 1,325 with the L-84 375 HP Fuel Injected 327 Cubic Inch Engine**  
**1 of 552 with Transistor Ignition**  
**4-Speed, Tinted Glass, AM/FM Radio, Auxiliary Hard Top, Posi Traction Rear**  
**Sticker Price \$5,337.60**  
**Body-Off Restoration**  
**AACA Senior Grand National Award**  
**3 NCRS Top Flight Awards**  
**Keeneland Concours Class Runner-Up**  
**Cincinnati Concours Award of Distinction**

**Learn more about AACA at [www.aaca.org](http://www.aaca.org)**



## WHAT'S IN IT FOR ME?

In today's world, it seems like everyone wants something for free. Almost every store has a rewards program to get you to buy their product or service. Spend \$100 and get a free gallon of gas, or points that you can use toward gift cards or food. Even the little Mexican restaurant I frequent has a rewards card. Buy nine lunch specials and the tenth one is free. This marketing strategy really isn't new. If you're old enough you probably remember Yellow Stamps, Green Stamps, or how about the Texaco fire chief helmet and the Sinclair stuffed Dinosaurs for kids? So, I got to thinking, what rewards does KYANA offer? KYANA dues are \$10 and AACA dues are \$45 so that's a total of \$55 per year.

### **What do KYANA members get for \$55 a year?**

1. The Swap Meet. Work a four-hour shift and you get a \$25 gift card. You get free entry into The Swap Meet - \$10 per day or \$15 for both days. You also get \$20 for food and a free \$10 parking pass. If you attend the swap meet Saturday and Sunday that's \$20 saved for parking and \$15 saved for entry into the swap meet.

Reward - \$80. If you work shifts each day your rewards increase even more. Another \$25 gift card and \$20 for food.

2. The meal at the Swap Meet Appreciation dinner is paid for completely by the swap meet.

Reward - \$40

3. If you attend the January Business meeting, Swap Meet Planning meeting, KYANA Picnic, and the Awards and Elections Meetings, members only pay \$8 toward the total of \$16 for a catered meal.

Reward - \$32

4. If you attend the Christmas Dinner at Audubon Country club, members pay half of the \$38 total cost.

Reward - \$18

5. If you go to the AACA Auburn Nationals, KYANA pays \$40 toward your motel room and \$10 for Friday night dinner.

Reward - \$50

6. Derby Dinner Playhouse. Members pay half of the \$35 total cost, \$17.50.

Reward - \$17.50

7. On any given year there are usually eight to ten other events that are either free to members or subsidized at about 50% so for the sake of easy math, let's say ten events at \$10 savings each for a total of \$100.

Reward - \$100

8. Rental of the clubhouse for family events; receptions, birthday parties, Christmas parties etc. Members can rent the basement for \$50, the upstairs for \$100 or both for \$150. Rental venues like ours in the Louisville area start at about \$300.

When we add it all up that's a maximum reward of \$335.50 per person. Subtract your \$55 dues and you have a net of \$280.50. Since a couple pays the same dues as a single, the reward would be \$671 minus the \$55 dues or a net of \$616.

But let's say you only work four hours at the swap meet one day (\$65) and attend just five other events during the year then your reward is \$141. Subtract the \$55 dues and you still have a net reward of \$86.

Swap Meet - \$65

Swap Meet Appreciation Dinner - \$38

January Business Meeting - \$8

Cave Trip - \$16

Kyana Picnic - \$8

Awards and Elections - \$8

Total Benefit - \$143

Even if you only attend the Swap Meet for one day and the Swap Meet Appreciation Dinner that's still a net reward of \$48. The only way you don't get any reward in this club is if you attend nothing at all.

Now let's talk about some of the intangible benefits of KYANA. How do you put a price on the help provided by your fellow members with car repairs and other projects? Ask around and you'll hear stories of member-to-member assistance with repairs or offering facilities to conduct repairs. Members loan tools, their shops, provide advice, give repair shop references, and are often available to drop what they are doing in an emergency situation and render aid. KYANA membership dues are \$55 but friendships are priceless.

People join car clubs for the mutual enjoyment of the old car hobby but that's just part of it. We visit historical attractions, car shows, support charities, and we can't leave out dining. The saying around KYANA is, "We're really a dinner club. It just so happens that most of us own old cars." Think about it, folks. We get rewards to eat, visit attractions, support charities, and have fun with our cars. But the biggest reward of belonging to KYANA is the people you meet. You join KYANA for the cars, but you stay for the people.

## THE WEIRDLY WONDERFUL WORLD OF ADAMS-FARWELL



Not familiar with Adams-Farwell, the car of the future in the past? Neither was I until I started researching this article. I have a weakness for oddball production cars, and the Adams-Farwell was one of the oddest.

Only 50 to 200 were ever made, starting in 1905 and ending around 1913. No one knows for sure how many. Henry Ford wanted to buy an Adams-Farwell just to see how it worked, but he never found one, even though he offered a \$500 finder's fee.

What made the Adams-Farwell so unusual was its powertrain—engine and transmission. The earliest examples used radial three-cylinder engines; later ones had five cylinders. The cylinders lay horizontal and rotated around an upright, fixed crankshaft. The crankshaft didn't move, but the cylinders did. Weird, you say. Not really. Any number of aircraft had similar rotating engines: Gnome, Nieuport, Sopwith, Hanriot, Bristol, DeHavilland and Fokker. Nor was Adams-Farwell the only American automobile with a revolving engine. Other obscure cars—the 1906 Carey, 1907-10 Bailey and 1898-00 Balzer—used them as well, but with less success than Adams-Farwell.

The Adams-Farwell engine was the four-stroke type, same as most automobile engines today. Three major differences—among many—involved the design of the “carburetor,” which wasn't a carburetor in any conventional sense; nor was the “camshaft” a shaft; and the “distributor” was also quite unusual by modern standards.

My research began inside the Adams Co. foundry and machine shop in Dubuque, Iowa. The Adams brothers, Eugene and Herbert, owned the company and, around 1890, hired Fay Oliver Farwell to manage it. I think it's fair to say that Fay Farwell, like Henry Ford, had a natural gift for working with things mechanical. He patented at least 20 inventions and, during World War I, developed the mechanism that let a machine gun fire through the whirling blades of an airplane propeller. In his home, he fitted a table with electrified wheels on the legs so that, with the flick of a switch, he could move it from his dining room to the kitchen. The cook would clear the table and send it back with dessert.

Farwell also had an abiding interest in bicycles—the trendy hobby of the late 19<sup>th</sup> century. He'd been especially impressed with a motorized two-wheeler he'd seen at the Columbian Exposition in Chicago in 1893. That particular bicycle had a fixed rear axle with an air-cooled, radial engine set into its rear wheel. The engine powered the bicycle simply by rotating. Farwell found himself so taken with that concept that, in 1895, he began to develop a similar, larger engine that he put in a carriage.

The early 20<sup>th</sup> century was a time when inventors, engineers and dreamers were still wrestling with the format of the automobile. Nothing was yet “normal” or standardized, and nothing was too outlandish to be tried. Some ideas worked and others didn't.

Fay Farwell saw several advantages to his flat, air-cooled, rotating engines. First, they didn't need a flywheel, because the spinning cylinders served that function. No flywheel meant less weight. Second, thanks to air cooling, they didn't need a radiator or water pump; lighter still. Third, intake and exhaust valves were held shut by centrifugal force, so no need for valve springs.

In the cars that Farwell designed, the horizontal, revolving engine stood at the rear and was firmly bolted to the transmission, which lay directly below it. The transmission was set crossways in the chassis frame. A vertical driveshaft ran down from the bottom of the engine into the transmission case and connected to the four-speed gearbox through two clutches, one right and one left. These clutches weren't anything like today's. Instead of dry discs, Farwell's clutches looked and worked more like the clutch bands on a Model T Ford.

The Adams-Farwell clutches had three concentric metal bands with cork inserts that ran in oil inside the transmission case. The right clutch could engage second and fourth gear; the left one reverse plus first and third gear. The driver initially chose a gear, then engaged the proper clutch. The two clutches were controlled by a single lever, so both couldn't be engaged at once. One advantage: When the car got stuck in mud or sand, the driver could rock it back and forth with the two clutches.

The Adams foundry and machine shop was one of those companies that could fabricate just about anything mechanical. After he settled in, Fay Farwell and the Adams brothers cobbled together several prototype cars with rotating engines and, in 1904, they decided to go into very limited production. They exhibited their fifth prototype in February 1905 at the Chicago Auto Show and started taking orders.

The earliest salable Adams-Farwells used three-cylinder rotating engines. Five-cylinder models were added in 1906 in various sizes. The largest, with a displacement of 213.5 cubic inches (5.00 x 5.00) delivered 63 bhp, while the smallest at 113 cid (4.25 x 3.50) put out 36 bhp, this at a time when the Ford Model T engine produced 20 bhp.

The Adams foundry and machine shop built nearly all their own powertrain components: engines, clutches, transmissions and differentials. They cast the cylinders and pistons in special forms for which Farwell got patents. They also forged the crankshaft and connecting rods and cut all the gears in house. What they did not make were the bodies, wheels and incidentals like chains and lamps. Those came from outside manufacturers.

The crankshaft in the Adams-Farwell engine had only one throw, quite wide and fixed in place. The five connecting rods lay all in one plane, and the individual cylinders were bolted together on upper and lower metal plates. The lower plate carried the driving shaft, which had a bevel gear at the bottom. This gear turned a driven bevel gear on the main shaft inside the transmission, the driven gear providing power to the two clutches.

As the engine cylinders turned, the pistons reciprocated inside them. But unlike the pistons in a conventional engine, these didn't stop at the bottom or top of a stroke—no abrupt reversal of direction. The engine ran with amazing smoothness, and the crankshaft was far less stressed than in conventional engines.

Instead of a typical camshaft, the Adams-Farwell engine used two cam plates, one atop the other. These were again horizontal and rotated with the cylinders, but at a different speed. The cam plates activated the five pushrods that ran to rocker arms at the top of each cylinder. There was only one pushrod per cylinder, and it opened both the intake and the exhaust valve.

The upper cam plate was timed for normal engine speeds, but the lower one could be moved with a foot pedal to keep the intake valves open longer. The duration of the intake valves' opening served as the engine's "throttle," but this was no accelerator in the normal sense. It was the duration of the intake valves—the length of time that they stayed open—that determined engine speed.

The valves, both intake and exhaust, were opened by the aforementioned pushrod and rocker arm, but they were closed by the centrifugal force of the spinning cylinders. The faster the engine rotated, the more tightly the valves sealed. All 10 valves were identical, with very short stems, and their seats screwed into the underside of each head. The heads were non-detachable. There were no valve springs except for very weak coils outside each cylinder head that closed the valves when the engine was being started.

Fuel and air were mixed not in a traditional carburetor but in a box-like aluminum chamber that sat atop the five cylinders. Fuel was pumped from the gas tank into this chamber. At a certain volume, a needle valve at one end of the box opened, and the fuel was drawn through a gauze filter and then mixed with air. The fuel/air mixture entered the square-tube manifolds that ran along the top of each cylinder and, from there, into the cylinder itself.

This was before electric starters, of course, and most car engines of that era were cranked by hand. But to start the Adams-Farwell engine, instead of using a normal crank, the driver pulled up on a floor lever. The lever spun the engine, and thanks to a ratcheting mechanism, multiple tugs on the lever made the engine rotate faster. The driver opened the intake valves to their maximum duration to relieve compression, and then, with the engine spinning, he closed the valves again.

Once running, the engine was moderately noisy. There were no mufflers, but each exhaust opening was stuffed with a wire gauze. That plus the metal cage surrounding the engine made the noise level tolerable.

Conventional sparkplugs were used to fire the fuel/air mixture. The "distributor" consisted of a fixed copper "shoe" that was energized by a single high-tension coil and a set of dry-cell batteries. The shoe served the same function as the rotor in a conventional ignition distributor. As the engine turned, the sparkplug



pickup passed just under the shoe, current jumped across a narrow air gap, and a high-voltage current went to the proper sparkplug. The ignition system included an automatic timer that retarded the spark at low engine speeds and advanced it as rpm increased.

Driving an Adams-Farwell must have been an adventure in its own right. The driver had to learn and sort out a multiplicity of levers and pedals. On early models, the steering column, control levers and pedals could be moved from the front seat to the rear, and most cars were driven from the back seat, that being the area that put a roof over the driver's head.

Most Adams-Farwell's came with bodies supplied by the Thomas Connolly Carriage Works, another Dubuque company. A number of different body types were offered over the course of the marque's lifetime. Most bodies looked conventional, with a hood and "radiator" out front. The hood opened, and the space inside could be used as a trunk to carry luggage and such. There were also smaller storage compartments beneath the seats.

Because the Adams-Farwell set the powertrain fairly high in the frame, these cars were blessed with a ground clearance of nearly 15 inches. This proved a good thing at a time when most roads were unpaved and deeply rutted.

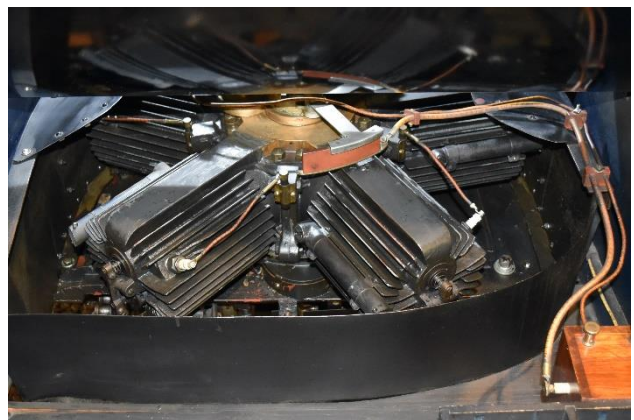
The Adams-Farwell automobile died without a whimper around 1912-13. No one seems to know when production actually stopped, and it didn't stop altogether. At least two aircraft inventors wanted to adapt the radial five-cylinder engine to their early gyrocopter prototypes—one by J. Newton Williams in 1909 and another by Emile Berliner a year or so later.

Fay Farwell retired a wealthy man and devoted much of his remaining years to making parts for merry-go-rounds. He passed away in 1935. And the Adams Co. survives in Dubuque even today and still produces precision gears, shafts, sprockets and power transmission parts for various industries.

#### *Sidebar*

The 1906 Adams-Farwell shown here was originally sold to a James Beach of Dubuque, Iowa, who probably bought it directly from the factory. Beach used the car for several years, then sold it to Emerson Clavel, who took it to Florida. In 1945, Mr. Clavel sold the car to D. Cameron Peck, an early auto hobbyist and collector. Peck restored the car to the standards of that day and then sold it to another collector, Henry Austin Clark Jr., who put it into his museum on the tip of Long Island. In 1963, the Harrah Collection in Reno bought the car from Clark and re-restored it. This Adams-Farwell, the only example known to exist, is currently on display in Reno's National Auto Museum.

**Written by Michael Lamm**





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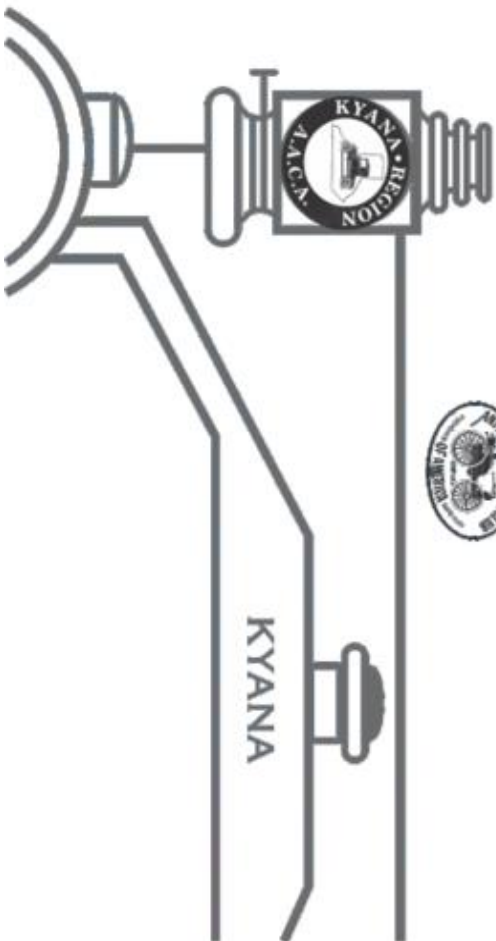
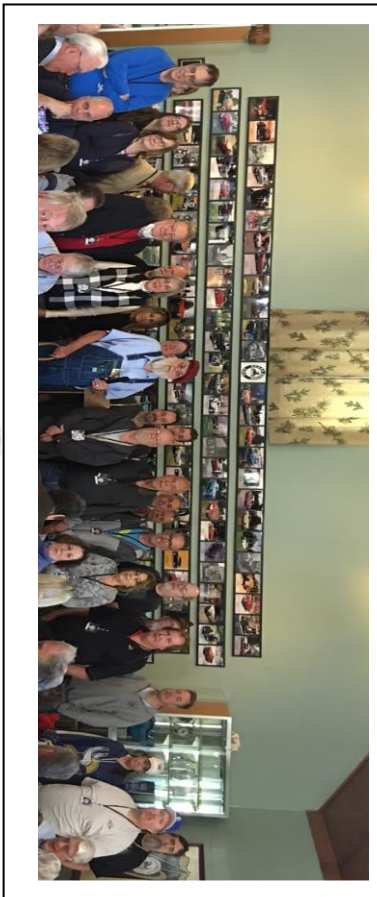


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# THE SIDELIGHT

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