

March 2021



THE SIDELIGHT

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KYANA REGION AACA OFFICERS

President: Fred Trusty..... (502) 292-7008
Vice President: Chester Robertson... (502) 935-6879
Secretary: Mark Kubancik..... (502) 797-8555
Treasurer: Pat Palmer-Ball (502) 693-3106

BOARD OF DIRECTORS

Alex Wilkins (615) 430-8027
Roger Stephan..... (502) 640-0115
Brian Hill (502) 327-9243
Brian Koressel (502) 408-9181

CALLING COMMITTEE

Patsy Basham (502) 593-4009

SICK & VISITATION

Patsy Basham (502) 593-4009

MEMBERSHIP CHAIRMAN

Roger Stephan..... (502) 640-0115

HISTORIAN

Marilyn Ray (502) 361-7434

PARADE CHAIRMAN

Howard Hardin (502) 425-0299

CLUB HOUSE RENTALS

Ruth Hill (502) 640-8510

WEB MASTER

Interon Design (502) 593-7407

CHAPLAIN

Ray Hayes (502) 533-7330

LIBRARIAN

Jane Burke (502) 500-8012

Sidelight Email for Articles:

Sandra Joseph

Sidelighteditor@gmail.com

(502) 558-9431

KYSWAP Swap Meet Business, etc.

(502) 619-2916 (502) 619-2917

kyanaswapmeet@gmail.com

KYANA Website

KYANARegionAACA.com

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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.



FROM THE PRESIDENT FRED TRUSTY

It has been so cold this past week that I saw a politician with his hands in his own pockets. I even saw a gangsta with his pants pulled up. This pandemic has been with us for almost a year now but at least quite a few KYANA members have already had their vaccination or are scheduled to receive it soon, plus, the infection rate seems to be decreasing so maybe by late spring or early summer we can start having some activities. It's sad to say but most of our new members have not seen the inside of the clubhouse yet.

I'm sure you're tired of hearing about delays in the Sidelight but most members that receive it by US Mail didn't get the January issue until the 1st or 2nd of February. The mailing service runs them through a postal meter instead of putting a stamp on each one but it is still treated as 1st class postage so no problem there. A couple of board members said they mailed their LG&E payments and 3 - 4 weeks later LG&E had still not received them. I was reading the Vintage Chevrolet magazine the other day and they talked about their newsletter being delayed by the post office.

Have you noticed the signs for employment opportunities in front of most post offices? I talked with our mail carrier and she said they are all working overtime 6 days a week because they can't get anyone to apply. I just read some articles on the subject and in addition to the worker shortage at the Postal Service, the millions of stimulus checks being mailed are contributing to the backlog of mail. We haven't received our \$600 checks even though they were all supposed to be mailed by January 15th. And now another round of stimulus checks will be going out soon which will add to the backlog.

A good paying federal job with retirement and they can't find anyone? I know there are some pretty stringent rules when you work for the federal government. First you have to pass the drug test but it seems that some applicants stay up late the night before studying for it. Can you believe that the post office requires you to show up for work on time and sober? On top of that they expect you to work 8 hours a day. But, why would anyone want to get a job when they can sit at home and draw unemployment and stimulus checks and make more than if they were working? It's a sad state of affairs. What happens when the federal milk cow runs dry?

At the February board meeting we discussed having some short driving tours once the weather turns a little warmer. Maybe a poker run or a mystery tour? We might not be able to have a meal but at least we could get out and drive our cars. If you would like to host an event or have an idea for an event, please contact Chester Robertson.

The Charlotte Auto Fair has been cancelled due to restrictions by The Charlotte Motor Speedway, similar to our swap meet situation. But, AACA is still going to have the Southeastern Spring Nationals, just not sure where yet. If you've never been to an AACA National Show and would like to know more about it, give me a call.

I'm somewhat apprehensive about attending the Salvage Yard Tour later this month. We visited this yard about 10 years ago and the next day there was a '54 Chevy pickup on my trailer in my driveway. I told Marcia I didn't know how it got there and that someone must have put drugs in my bottle of water while I was walking around looking at the cars. She didn't believe me, either. Spring is right around the corner and I look forward to getting out of the house so that I can apply for a Postal Service job. I look forward to having some fun in twenty twenty-one.



FROM THE SECRETARY MARK KUBANCIK

KYANA REGION BOARD MEETING

February 9, 2021

Location: KYANA Clubhouse

KYANA Region Board members present: Brian Koressel, Mark Kubancik, Pat Palmer-Ball, Chester Robertson, Roger Stephan, Fred Trusty, and Alex Wilkins. Brian Hill was not in attendance. Meeting called to order @ 6:43 p.m.

Secretary's Report: Pat moved to accept the January report, Alex seconded the motion, and the motion carried with all in favor.

Treasurer's Report: Chester made a motion to accept the January Treasurer's report. Brian Koressel seconded the motion and the motion carried with all in favor.

Activities: Mark is drafting an article for The Sidelight with details of the salvage yard tour scheduled for March 27. There was also discussion about food options for members attending the tour.

With most traditional activities cancelled or postponed due to Covid, the board discussed options for short, socially-distanced tours while Covid restrictions are still in place. We need tour sponsors for events and members to suggest ideas.

Membership: Roger making regular contact with all pre-members since no events are scheduled aside from the salvage yard tour. Roger will talk to the pre-members and recommend they attend the salvage yard tour.

Clubhouse: No rental activity aside from the Modelers Club on Saturday mornings.

Sidelight: There was much discussion about mailing delays of the paper copy of The Sidelight. The board believes much of the delay is the result of mail processing and delivery issues with USPS. The board discussed options for mail delivery for those members without email or internet.

Web Page: Links to know more about the membership process for joining KYANA are now posted on the home page of the club website.

Old Business: Alex is still working on examples of windshield car show cards that promote KYANA. More to come from Alex.

Fred reviewed the Region budget for 2021. The budget is still somewhat uncertain for 2021 due to COVID-19 and its impact on the number of scheduled events.

New Business: Fred talked about KYANA hosting a national meet in 2025. Fred has performed some site inspection on facilities in Hardin County (Elizabethtown). Additional visits will be made to understand support from other organizations in the city and county. The board was supportive and agreed with Fred that we should continue to research and learn more about hosting a show in this area.

There being no further business to discuss, Mark moved to adjourn. Alex seconded the motion and the meeting adjourned at 7:43 p.m. with all in favor. The next KYANA Region meeting will take place at 6:30 p.m. on Tuesday, March 9, 2021, at the KYANA clubhouse.



KYANA EVENTS BY CHESTER ROBERTSON

The first event of 2021 will take the KYANA group into Central Kentucky to search for old car buggies. We plan to visit Lyon's Vintage Junkyard on Saturday, March 27. Look for the meeting location and time in Mark's article in this issue of the Sidelight. We need more events this spring that would be COVID safe. Please scratch your head and think of an exciting event. Give me a call and we will work out the details. The event may need to be an outdoor activity, but you may think of something else. Sandy and I just got our first vaccination today, and hope you will be getting one soon or have already received one. KYANA needs to keep as many members as possible to work our swap meet next year. Chester



PRAYERS, THANKS AND CONGRATULATIONS

- ✚ Karen Hall sends a thank you for all the prayers, cards, and thoughts.
- ✚ Lynn Valentine had surgery and is recouping. Shelly Koressel had surgery and is at home recouping.
- ✚ Joyce Koressel will have surgery on the 23rd of February.

Please pray for these and all of KYANA.

Stay well, Patsy



KYANA Salvage Yard Tour –March 27

Mark your calendar for Saturday, March 27 when the salvage yard tour returns to the KYANA activity list. This year we will make a return visit to a yard south of Bardstown that we visited many years ago, Lyon's Vintage Junkyard. The yard has grown since our last visit, adding more vintage cars and trucks to their already large inventory. Rob Johnson and I made a scouting run in late December 2019 and confirmed that this yard should keep most KYANA members busy for at least a couple hours. The yard operator is very accommodating and is looking forward to our visit in late March.

Unlike prior years, we will NOT be having a group meal after the tour as in a normal year. Not eating together is a nod that COVID is still around and impacting dining options. Despite this being an outdoor activity, the yard owner mandates that all visitors wear masks when on his property. He lives on the property and has family members living with him that have pre-existing medical conditions. Your cooperation is appreciated.

Most salvage yards in early spring can be very muddy, messy places, and although this yard is in better shape than most, you will still need to be prepared. Please plan accordingly and dress in old clothes and wear boots or other footwear you do not mind getting muddy and dirty. If you plan to remove some needed car parts, please bring your own tools. There is limited parking at the yard itself so it would help to keep the cars and trucks 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.

On Saturday morning, March 27, we will meet at 8:30 a.m. in the parking area around the Fern Creek Chick-Fil-A at 7901 Bardstown Rd, Louisville, KY 40291, just south of the Gene Snyder Freeway at the intersection of Brentlinger Lane. There is plenty of parking in the adjacent Kohl's parking lot. We will depart for the salvage yard at 9:00 a.m. going south on Bardstown Rd., Route 31E all the way to Bardstown. Due to COVID restrictions, we will NOT be making a comfort stop along the way, so be sure to use the facilities at Chick-Fil-A before we depart.

So that I can provide the yard owner an idea of the number of people to expect, please contact me no later than Thursday, March 25 if you plan to attend. Let me know the number of KYANA members or non-members in your group.

Please note: KYANA's salvage yard tours take place rain or shine! There is no rain date, so if your plans change due to weather, please contact me and let me know. Thanks for your cooperation and understanding.

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

KYANA MEMBERS: WE HAVE A PROBLEM

The January Sidelight arrive in my mailbox in early February 2021, one month late. My February 2021 Sidelight arrived on February 13, 2021, two weeks late. I have called most of our club members that still get their Sidelight by regular mail, and I learned that we all are having the same problem. Let me assure all of you that the problem is the United States Post Office and has nothing to do with the editor's submission nor the publisher's printing. It is purely a USPS issue. There is nothing we can do about it so I am not here to discuss their problems. I'm writing this to discuss our problems and what we can do about them. We need to make sure our members are informed as to the events and what's going on with their club.

First of all, it may surprise a lot of you to know that there are only 17 members in our club that don't have computers and therefore don't get email. I'm one of the 17, so this fact alone narrows our problem down some. Also, none of these 17 members are pre-members. Most of you know these older club members. I'm not saying these members are old, they have just been club members for a good number of years.

So here is my suggestion, for those of you who get the Sidelight on time every month by email, could you simply call a member who doesn't get the newsletter via email? Or, if you are a member who does not get email, simply call a member that does. Folks, this solution to our problem is first grade simple and I know it will work. I know that Chester gets his newsletter by email so he will be the one I call. I'm not suggesting that we all call Chester, God forbid, but you could get out your roster and find a friend you can count on to keep you updated on club activities.

Some of you are probably thinking, what activities? Doesn't Roger know about the virus? Yes, folks I know, but I also know things are starting to look better. For example, Mark Kubancik is hosting the junk yard tour on March 27th. Many outside events are starting to come back and I want all of you to be aware of them in plenty of time to make plans for you and your family to attend. If you don't know who doesn't have an email address, just check your roster and if their email address is not listed, then they don't have one so call them and offer help. Please.

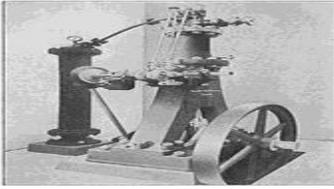
Folks, I truly believe this is a problem we can overcome if we just work together until this present situation changes and we start getting back to normal.

If any of you have a better idea, give me a call and we'll talk it over. I'm certainly open to suggestions. Just remember that we need to keep it simple. Thank you for your attention on this matter.

Sincerely,
Roger Stephan
502-640-0115

DIESEL POWER: UP AND DOWN

Submitted by: Steve Lipmann



ENGINES

Diesels are internal combustion engines that eliminate electronic fuel ignition by using very high cylinder compression, even up to 25:1. This greatly heats air and then fuel is added in mixtures at temperatures hot enough for ignition without a spark. Beyond the great pressure of the piston compression stroke, atomized fuel is pumped directly into cylinders also at very elevated pressures. The explosive force drives the piston down and uses that chemical energy to create the power stroke. That action is translated into mechanical energy and work to run a machine. Internal engine temperatures are twice as hot for diesels as those running on gasoline.

FUEL

Diesel fuel is a liquid energy source for internal combustion engines. Diesel yields more potential energy than gasoline per volume. When atomized and injected under pressure into highly compressed air at high temperatures, this combined volatile mix powerfully ignites. Peanut oil was the first diesel fuel. Most of the time, this fuel was harvested from petroleum as a distillation fraction; however, there are also synthetic non-petroleum-based diesel fuels such as bio-diesel or biomass liquids that are derived from a variety of animal and vegetable oils (e.g., rapeseed or soy, and used restaurant cooking oils, etc.) or other long-chain, high-carbon containing materials. Even finely powdered coal dust had been used to power these engines.

In the later 1800s, petroleum began to replace whale oil for lamp lighting, engine fuels, and as machine lubricants. After the 1940s, these oil-based fuels were increasingly standardized, partly for simplification and to counter the negative issues of pollution, like from particulate soot, sulfur oxide, and nitrous oxide, etc. Other more modern fuel manipulations include ultra-low sulfur versions, etc.

HISTORY



In the later 1800s, a German inventor, Rudolph Diesel, is credited with discovering this type of compression ignition engine. He became interested in increasing the efficiency of engines during engineering classes many years before that while still a student. There was global concern about the low efficiency rating of steam engines. Other scientists and engineers were already experimenting with and developing engines that aimed for higher thermal efficiencies, especially to exceed that of steam power. One example, was a four-cycle, so called, "Otto" gasoline engine developed by Nicholas Otto in Germany at about 1876.

Rudolph Diesel discovered ways to improve existing four-stroke engines, and he patented such a design in 1892, ever since known as "diesels". Some of his first engines were called rational heat engines, and more were built during 1893. Some versions ran rather slowly, at less than 100 rpm. However, the efficiency ratio was several times higher than steam engines. A supercharger was added in 1896 to further boost power.

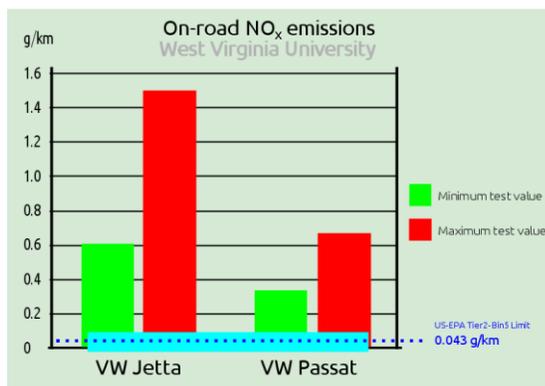
Nevertheless, his diesel engine was initially criticized by many other engineers who, even earlier than this, had been making similar designs; some of them used glow-tube ignition. The design intent was for compressing and thus heating air and then injecting fuel also under great enough

pressure for ignition without a sparkplug. A French auto society built a diesel for a Paris exhibition in 1900 and again for the Paris World's Fair in 1911, using peanut oil as the fuel. Usually, diesels ran on relatively inexpensive fuel oil distilled from petroleum and sometimes mixed with various other liquids like vegetable oils or kerosene. These alternate products were untaxed and therefore inexpensive. Two-stroke and four-stroke versions were manufactured to handle ultra-high compression ratios. That mandated extra solid cylinder production and improved, heavier robust mechanical parts and better piston rings, in order to withstand very high pressures and temperatures.

One of the first commercial diesel engines built on these patterns was installed in a St. Louis, Missouri brewery by Adolphus Busch; he had observed them on display in Europe. The designs were improved and enlarged. Because of diesel engine efficiency and since its fuel is safer and easier to load than coal or gasoline, these engines powered submarines for the US Navy (and others) during World War I. Diesels have many advantages over steam in transportable engines especially to power ships and locomotives, since petroleum energy sources were simpler to transport than coal. Diesel engines are more fuel efficient and also last much longer than gasoline versions. By 1930, Mercedes-Benz introduced the first motor vehicle powered by diesel.

Turbochargers and cooling units were produced later to enhance performance and efficiency. Diesels engines exert more torque than those using gasoline. The power, durability, cheaper fuel, and greater efficiency of diesels became increasingly attractive to power automobiles. Their exhaust is lower in CO and CO₂ than with gasoline engines. Nice. However, air pollutants still remain a drawback that includes both particulate and chemical compounds, particularly nitrous oxide. A variety of pollution control devices were added to counter some of these issues (e.g., filters and catalytic converters). With these improvements, diesels demonstrated further advantages and gained market share at powering cars. And they are particularly well-suited for long-haul big trucks, where greater power, higher miles per gallon, and very prolonged engine life are important.

Otherwise, on the negative side, generally being harder to start, particularly in cold weather than gasoline engines, some start-assists became available (examples are two high-amperage batteries, glow plugs, or various engine or fuel heaters, etc.). Diesels, too, are "smoky", and some people dislike their running noise.



VW scandal

Diesels were becoming popular and a partial answer to oil conservation issues once pollution appeared to be somewhat less of a concern. Better fuel consumption was very promisingly good. Thus, sales escalated all over the world. Volkswagen (VW) was one leader at diesel manufacture. However, in about 2009, Volkswagen and its worldwide automotive company network deliberately began to install secret "cheater systems" on their cars. They knew that these devices would provide

seemingly safe, lower pollution exhaust readings while undergoing a pollution test, yet remain elevated in pollution at actual driving. At least 11 million of such altered vehicles were sold; about one million in the USA. Some experts were suspicious about these "good" test reports.

During these years, Swedish researchers already began to notice a difference between omissions reports during a pollution test and normal driving. Finally, in 2015, US automotive

engineers realized that this was a deliberate deception; it was also an overt violation of the clean air act and deceived VW customers. It was intentionally programmed for a turbocharged direct ignition to activate during laboratory testing, but otherwise to exhaust unacceptable containments. Especially bad was dangerous nitrous oxide concentrations, up to 40 times more output than deemed safe. This scam was scientifically developed and then actively and in secrecy fostered by VW management to violate regulatory standards during regular operating conditions.

The discovery of this cheating and greater awareness about pollution harmed public opinion about diesels and also depressed sales. Too bad, they have some positive advantages. Their reputation is tarnished. Even the used car market for diesels has declined. As this surfaced, the Volkswagen leadership was less than fully helpful; ultimately the company had to pay multibillions of dollars in fines, to fix many vehicles, and replace some of their personnel. This harms trust in the VW brand. A sad state of affairs. Yet, despite this the company remains in business. An interesting side to this story is that something promising that initially began in Germany was more recently damaged in Germany. Now, of course, much current automotive research is focused on electric motors, hybrids, hydrogen fuel cells, liquid gas, and other sources of energy. Time will tell the outcome!

TRIVIA QUESTION TIME

Q: True or False? The 1953 Corvette came in white, red and black.



A: False. The 1953 'Vettes were available in one color, Polo White.



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

Room for over 1140 Vendors under one roof
Regular Space - (10x20) - \$90.00
Corner Space - (10x20) - \$100.00
Carpeted Space - (10x10) - \$50.00

100 Space Outside Car Corral
Contact: Kevin Alwes
502-468-1442
\$30.00 per space



www.kyanaautopark.com • 502.555.0217



CONTACT

Maureen Vannatta
502-619-2917
kyanaswapmeet@gmail.com

Chester Robertson
502-619-2916
chestererobertson@gmail.com

Visit us on the Web www.kyanaswapmeet.com

KYANA EVENTS FOR 2021

DATE	EVENT	SPONSOR
Postponed	January Business Meeting	Donna Burchett
Postponed	KYANA Memorial Service	Mark Kubancik
Postponed	Swap Meet Planning Meeting	Morgan Howard
Postponed	Derby Dinner Playhouse	Alethea Hayes
Postponed	KYANA Swap Meet	
March 27	Salvage Yard Tour	Mark Kubancik
Postponed	Appreciation Dinner	Jenni & Mark Mulrooney
April ??	Iroquois Park Car Show	Denis & Melody Buchholz
May ??	St. Francis Car Show	Dwight Hardesty
???????	Little Colonel Playhouse	Jane & Robert Burke
June ??	Cruisin for the Crusade	Therese & Frank Hayden
June ??	Marengo Cave Tour	Roger Stephan
June ??	KYANA Yard Sale	Brian & Ruth Hill
June ??	KYANA Car Drive	Neil White
July ??	Auburn Car Show	Jim & Sandy Joseph
August ??	Southeastern Fall Nationals	Fred Trusty
September ??	Lake Forest Village	Jerry & Carol Bass
October ??	St. Francis Car Show	Roger Stephan
October ??	Bowman Field Festival	Chris Mueller
October ??	Hershey AACA Meet	AACA
October ??	Kentucky Train Museum	Neil White
October ??	Corydon Fall Auto Show	Alex Wilkins
October ??	Toys for Tots Breakfast	Alan & Maureen Vannatta
October ??	Mt. Washington Police Car Show	Bill Willhoite
November ??	Veteran's Day Parade	Chester Robertson
November ??	Ole KYANA Clean Up	Pat & Chester
November ??	Awards and Elections	Jesse & Beverly Foster
November ??	Light up Louisville Parade	Alan Vannatta
December ??	Adult Christmas Party	Brian & Shelly Koressel
December ??	Children's Christmas Party	Kubancik & Mulrooney

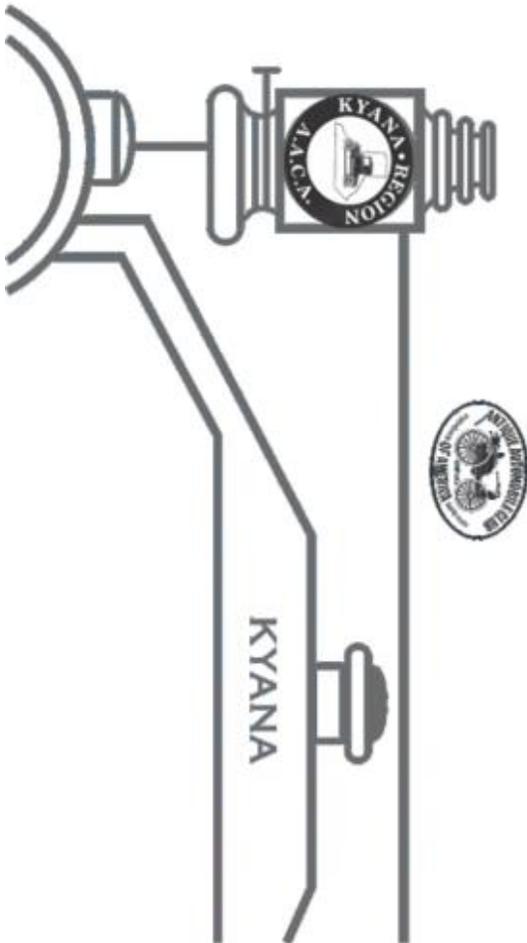
Sidelight Editor
C/O Sandra Joseph
535 Stoneview Dr.
New Albany, IN 47150



On the cover:

Examples of some of the cars you might see at the salvage yard tour. This is the first event for KYANA in a while.

Have Fun!!!!



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ANTIQUE AUTOMOBILE CLUB OF AMERICA
KYANA

THE SIDELIGHT