

LAWRENCE REGION ANTIQUE AUTOMOBILE CLUB OF AMERICA

A DIVERSE GROUP DEDICATED TO THE RESTORATION/PRESERVATION/ENJOYMENT OF OLD CARS



CLUTCH CHATTER



FROM As

VOLUME 27

ISSUE 5

MAY, 2024

TO Zs

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CALENDAR

MAY 2 - Swap Meet meeting, 6:30 P. M.
Flory Building, Fairgrounds

JUN 6 - Monthly meeting, 6:30 P. M.
Peaslee Tech Center

WHAT IS MAY KNOWN FOR?

May 4 - International Firefighters Day

May 5 - World Laughter Day

May 12 - Mother's Day

May 20 - Armed Forces Day

May 26 - Indianapolis 500

May 30 - Memorial Day

EDITOR'S NOTE

Just a friendly reminder - all items for our newsletter are due by the 15th, monthly.

PRESIDENT'S MESSAGE

Our April meeting was a very exciting one. We had 23 members & one guest. It was a full house with no empty chairs. Great turnout.

This summer should be great fun for our club with all the cruises, car shows, museum visits, swap meets, Sonic get-togethers, etc., etc.

The Committee Chairman's reports were all very informative.

With Chairman Joe, V.P. Jack, and all the workers' efforts and help, I'm sure this years (60th) swap meet will be the largest and most successful ever.

The meeting adjourned with a trip to the cookie table....Home made cookies ----- Oh, Yea !!!

K. L. Homolka
President

LRAACA WEBSITE

Website: www.lraaca.org

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P.O. Box 442006
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(785) 842-7982

FAX: (785) 843-2222

Here you can find information on being a member, upcoming events & general information about the club.

2024 LRAACA OFFICERS

President: K. L. Homolka
(785) 865-8503

Vice President: Jack Todd
(785) 919-3459

Secretary: Margaret Barnes
(785) 594-6408

Treasurer: Pete Maxon
(785) 608-4222

BOARD OF DIRECTORS

(3 year terms)

Dave Maycock - through 2024
(785) 594-4280

Carl Peer - through 2025
(913) 856-7481

Robert Lagerstrom - through 2026
(785) 766-9847



MAY CELEBRATIONS

MEMBER'S BIRTHDAYS

Roger Bain - May 2
Jeanne Spradling - May 3
Barb Maycock - May 12

MEMBERS' ANNIVERSARIES

Tony & Susan Mitchell
May 11, 2001 - 23 years
Roger Bain & Jan Arndt
May 13, 1984 - 40 years
Pete & Debby Maxim
May 17, 1975 - 49 years
Mark & Patti Ryan
May 30, 1991 - 33 years

CLUTCH CHATTER is the official publication of the Lawrence Region Antique Automobile Club of America. CLUTCH CHATTER is published monthly and any reports, articles or pictures must be submitted by the 15th of the month. They can be emailed to:

kstrunguy@yahoo.com

Please use the above email as it goes directly to the Club's computer.

Shirley Cormack, Editor

715 Wellington Road

Lawrence, Ks 66049 (785) 841-6033

COMMITTEE CHAIRS FOR 2024

CAR SHOW - Daryl Barnes

SWAP MEET - Joe Arneson

SCHOLARSHIP - Tony Mitchell

TRAILER - Joe Arneson

SUNSHINE - Barb & Dave Maycock

CONTRIBUTIONS - Pete Maxon

HISTORICAL - **Vacant**

MEMBERSHIP - Margaret Barnes

PROGRAMS - Jack Todd

REFRESHMENTS - Daryl Barnes

EDITOR'S NOTE

If we have missed a birth or anniversary date it is because we don't have the information. Please ask Margaret Barnes for the "Information Form" and return to her. This will provide the dates to be in your newsletter at the appropriate time.

Your Editor needs articles to put in the newsletter, so please send anything you have that you'd like to share. Send items to **kstrunguy@yahoo.com** (by email).

LAWRENCE REGION AACA MONTHLY MEETING

Thursday, May 2, 2024

The regular monthly meeting of the Lawrence Region AACA was held April 4, 2024 at the Peaslee Tech Center, Lawrence, KS. President K. L. Homolka opened the meeting with the Pledge of Allegiance and roll was called with 21 members in attendance.

ATTENDANCE: Joe Arneson, Daryl/Margaret Barnes, Russell Benke, Shirley Cormack, Ken/Virginia Filardo, Don Fornelli, Stanley Hayden, K. L. Homolka, Bob/Karen Lagerstrom, Pete Maxon, Dave/Barbara Maycock, Bill McCollum, Doug McNichols, Ralph Newell, Jack Todd, Woody Woodring, Darrell Workman. Also present was our prospective new member Steven Humbert. Please welcome him.

MINUTES: Minutes in Clutch Chatter of March 7th meeting approved by motion.

TREASURER'S REPORT: +\$15 collected in dues; expenditures of -\$20 door prize, -\$135 for paint, -\$110 for insurance, -\$600 for Anderson Rental, -\$20 for FedEx, -\$500 for Broken Arrow Park. Report approved by motion.

COMMITTEE REPORTS:

Swap Meet: The next planning meeting will be held at the home of Joe Arneson on April 11th at 6 PM. Joe has worksheets available for all who need them. Flyers are available for distribution. Jack has had many incoming vendor reservations and about 400 spaces are already sold. Jack allowed one rollover of \$10 by a vendor that could not make it this year but wanted to reserve his spot for 2025. No cancellations.

Car Show: Daryl would like to get with the board after the Swap Meet and start to streamline the applications and judging. \$500 was paid to City of Lawrence to reserve the Broken Arrow Park for Oct. 6th.

Sunshine: Tom Stallings had knee replacement surgery and Dave will see that a fruit basket is sent. Birthday cards were signed for April birthdays of Shirley Cormack and Kent Ochsner.

Membership: K. L. ordered the AACA membership packets and posters available for recruiting. We will set up at the Car Show. Margaret sent out letters for renewal to those members that have not renewed for 2024.

Events & Programs: Jack has set aside June 8th for our participation in the annual show at Meadowlark Retirement Home. That same day is the Twister's Car Show at Sabetha, KS. Jack asked if the club was interested in continuing our June/July meetings be held for ice cream social at Sonic Drive In. Bob Stallings motioned and Stanley Hayden seconded that we continue with the ice cream social for the June/July meetings. Motion carried. Jack looking into a program for July at the Kenny Reeves farm for his antique tractor collection. At that time, maybe a road trip to go to Rantoul and see the airplane restoration and the old planes stored there.

OLD BUSINESS: The St. Patrick's Day Parade had good participation and no major issues.

NEW BUSINESS: Motion was made by Bob Stallings and seconded by Daryl Barnes that new shirts be ordered for members with the 60th Anniversary logo on them. Jack will see that they are ordered. Motion carried.

(Continued on page 4)

(LRAACA Minutes Continued from page 3)

ANNOUNCEMENTS: Swap Meet planning meeting will be on April 11, 6:00 PM, at Joe Arneson's home.

DOOR PRIZE: Won by Pete Maxon.

ADJOURNMENT: Meeting adjourned at 7:09 PM.

Respectfully submitted,

Margaret Barnes, Secretary

2024 SCHEDULED NATIONALS - NOTE ON YOUR CALENDAR

Jun 20-22 - Eastern Spring Nationals, Saratoga Springs, NY

Aug 22-24 - Special Fall Nationals, Hampton, VA

Sep 12-14 - Western Fall Nationals, Loveland, CO

Oct 8-11 - Eastern Fall Nationals, Hershey, PA

Oct 23-26 - Southeastern Fall Nationals, Huntsville, AL

ADDITIONAL EVENTS FOR 2024 - NOTE ON YOUR CALENDAR

May 3-5 - 60th Lawrence Swap Meet, Douglas County Fairgrounds, Lawrence, KS

Oct 6 - Lawrence Region AACA Car Show, Lawrence, KS

2025 SCHEDULED NATIONALS - NOTE ON YOUR CALENDAR

Feb 6-8 - AACA Annual Convention, Charlotte, NC

Apr 3-5 - Southeastern Spring Nationals, Charlotte, NC

May 1-3 - Western Spring Nationals, Tucson, AZ

June - Annual Grand Nationals - Dayton, OH

Sep 18-20 - Southeastern Fall Nationals, Corydon, IN

Oct 7-10 - Eastern Fall Nationals, Hershey, PA

Oct 22-25 - Central Fall Nationals, Galveston, TX

All above copied with permission from the AACA Speedster

Information can be found on the National AACA website:

<https://aaca.org/events/category/aaca-national-calendar>

WEIRD CARS

I came across this accidently today and thought everyone in the club would enjoy it. Maybe you've already seen it, but if you haven't - enjoy. It's too much for our newsletter. Type this in: <https://mentertained.com/strangest-cars/3>
Shirley Cormack, Editor



My car always having a hard time to start, you think it's the fuel pump lmao

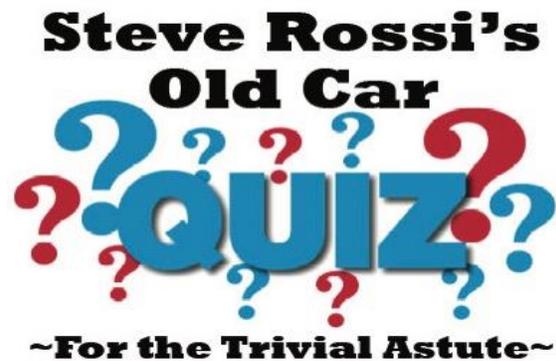
Thanks to Tim Cragg for this

QUESTION

What was the first car to include a backup light as standard equipment in series production, which was automatically illuminated in reverse?

Answer on page 11

Copied with permission from The Speedster



"I Drove a Horseless Carriage" (Part 1)

By Rhea Duryea Johnson

My earliest recollection of a horseless carriage was on Thanksgiving Day in 1895 when America's first automobile race (sponsored by the *Chicago Times-Herald*) was won by the "motor-wagon" which was the invention of my father, Charles E. Duryea. It is obvious that I grew up in an environment of ratchets and gears, brakes and wheels, oil and gasoline; and so impressed was I with the development of the horseless carriage that I rashly made a bet in 1897 that in fifteen years there would be no horses in New York City. There were no stakes put up because the girl with whom I made the wager, laughed me to scorn. The odds were with her, however, for she was a New Yorker while I, born and raised in the progressive middle-west, did not realize that New York City would continue using its horse-cars long after every other city had forgotten that such means of transportation had ever existed. New York's last horse-car ran on July 25, 1917.



Rhea Duryea Johnson, oldest daughter of Charles E. Duryea, at the stick of an early three-cylinder Reading Duryea. The stick in the left hand steered the car, shifted gears and accelerated this snappy model. Three operations in one followed Duryea's idea of simplification for the driver

About that time some of my readers may have seen a horseless carriage for the first time. The "Barnum and Bailey Greatest Show on Earth" had secured in 1896 a Duryea "motor-wagon" to travel with the circus and to lead the parade every day. This car was seen by millions of people for it made three appearances daily—once in the streets and twice under the "big top." The driver of the car used to tell me of his experiences. He had to drive very slowly at the head of the line and his conveyance never failed to attract more attention than the elephants. He said the expressions on the faces of the onlookers were screamingly funny and it must have been then that the verdict "there ain't no such animal" originated. On cold mornings he ran the motor for some time previous to the parade in order to get the engine warmed up and in good condition. Naturally the water in the radiator became hot, and it was drawn out and given to the snake charmer to use in the hot water bags for warming her snakes, so that they could make their daily performance. To her it was a perfect hot-water heating system without any effort on the part of anyone.

I learned to drive when I was fifteen. (Dad used that information in the catalogue.) I do not know who claims to be the first woman to drive an automobile, but I claim to be the first schoolgirl to drive, and I was probably among the first half-dozen drivers of my sex. This was in 1901 in Reading, Pennsylvania, where my father was manufacturing Duryea cars.

Briefly, I will describe the cars which I drove. The motor was under the seat and the rear axle was chain driven. The radiator (or tank), shaped to the back of the front seat, had no fins or tubes to assist radiation, and had a rubber stopper which sometimes popped out.

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“I Drove a Horseless Carriage”

Steering wheels were uncommon since most cars used lever steering. Ours was a perpendicular tiller between the passengers on the front seat. It was a one-hand control and could be driven from either side with either hand. I learned to drive from the left side for Dad usually drove on the right. (In those early days most other cars operated from the right side.) It was a splendid arrangement, for there was no shifting of seating positions, and when I got into an awkward situation it was an easy matter to turn over that lever to Dad-in case he had not already seized it in order to prolong our lives. Whenever I had the opportunity I had the lever in my hand and I soon learned to steer, to change speeds and to “crank”. There was no such thing as a self-starter and cranking was no easy stunt, I assure you, for while the 3-cylindered engine with its 4 1/2 inch bore and 4 1/2 inch stroke was not heavy it was hard to crank. To start the motor one stood at the right side of the car, thrust the crank in front of the rear right wheel into a socket leading to the crankshaft. It sounds very simple and, aside from being out of breath from cranking, it really wasn't too difficult to enjoy. When I had mastered cranking, Dad seemed to think that I was qualified to drive.

I had just finished my first year at prep school and, needless to state, my popularity was at its peak in those days. I gave my friends their first rides—short as they were, for I seldom attempted more than a ten-mile round trip. One boy, on our starting out, assured me that I wouldn't have to crank that afternoon. We stopped at another schoolmate's home for a brief call and then my fun began. Both boys tried their turns at cranking, and haughtily and indignantly refused any suggestion that I should do it. They were unanimous in their conclusions that there must be something wrong with the motor and they continued to agree with each other on this topic while they mopped their brows and took time out to regain their normal respiration. They seemed to think that I could not if they could not, but they did not realize what an adept at cranking I had become. I think neither of them recovered from the humiliation.

But I had not learned to reverse, and one day when I was alone and could not turn around in a narrow street, I picked up the front wheel and pulled the three-wheeled car around. In order to believe this, you must remember that with the engine under the seat most of the weight was at the rear.

A chain-driven car was a poor thing in which to have confidence and usually it was easier to walk home than to attempt to do the necessary repair work. We were never towed home! Occasionally, rather than face the ignominy of being pulled by a team of horses, we would push the car into a pasture. It was not wise to leave a car along the road in the way of any traffic. This was especially true at night because the head and tail lamps were most inadequate. Originally they were oil and later acetylene, but neither type would sufficiently light the road ahead and a jolt over a “thank-you-ma'am” rut would generally put out one or all lamps. For these reasons, we did very little night driving. The horse-drawn vehicles never carried lights and it was hazardous to attempt to go very far under such conditions.

The radiator carried enough water for about 40 to 50 miles and we refilled from roadside watering troughs, which fortunately were at fairly close intervals. Gas stations were unknown and we usually carried a small supply of gasoline with us. We so often ran out of gasoline that at this late day I can't realize that this motor fuel is so accessible even in these days of rationing.

I seldom drove the same car twice, and had no opportunity to become accustomed to any particular car. The reason is obvious; the cars were made to sell and were shipped as soon as they were road-tested, painted and upholstered. We had much tire trouble for we used demountable rims with wire-edged tires whose rings were drawn into shallow grooves by turnbuckles which often worked loose as we drove along the road. These were exceedingly hard to change—no one had ever dreamed of carrying a spare wheel with a tire attached—and we seldom carried an extra tube or shoe. A puncture or blow-out along the road meant that the tire had to be repaired then and there, and many hours were spent fixing punctures and blow-outs. One time when we were returning from New York and were nearing the Delaware Water Gap a resounding “whang” informed us that the ring had

(Continued on page 8)

“I Drove a Horseless Carriage”

sprung off the wheel. After a long hunt we finally located it about one hundred feet away on the river's edge with half of the ring lying in the water. Had it gone all the way into the river, we would not have reached home for another day. Telephones and express brought additional parts to us frequently, but not too quickly.

Today I have a smiling toleration for the motorist who travels thousands of miles on a trip and complains of having had to change one tire enroute. He never soils his hands for he has his supply of gas, oil and water replenished by a courteous service man. We had to do everything for ourselves, including the pumping of tires, and on the shortest ride it was an event to have had no “hitch” of any kind. Don't discount the car, for these mishaps were due to poor materials which were the best on the market at that time; to mechanics who were untrained in the work they were doing; to roads that were so filled with ruts that one's head constantly bobbed as one rode along. We went places where other cars could not go and climbed hills that other cars could not climb, so there was nothing wrong with the car for its time. We did not take many long trips for there were no route markers such as we have today along the highways and we had continual trouble locating ourselves. We usually stopped at every crossroads to read signs which were generally so weather-worn as to be illegible. They might as well have read “if this sign is under water, ask the blacksmith”. The legible signs were most undependable for mileage and on one road near Reading, there were almost a dozen signs at different intervals indicating six miles to an adjoining town.

Editor's Note: This article is reprinted from the 1968 January-February publication of the national Antique Automobile magazine . Below is the Editor's Note from the 1968 printing of the article. The second part will be published in the May Sidelights.

Editor's Note (Jan-Feb 1968)

“This article by Charles Duryea's oldest daughter was written in a reminiscent mood in 1924. Twenty years later, in July 1944, it was printed in the then-young ANTIQUE AUTOMOBILE, Volume 8, Number 2. It is reprinted here with Mrs. Johnson's blessing, and our appreciation.”

Second part to be published in the June Clutch Chatter

TRUTHFUL SAYINGS

The older I get, the fewer things seem worth waiting in line for - Will Rogers

Nice to be here? At my age it's nice to be anywhere - George Burns

The older I get, the more clearly I remember things that never happened - Mark Twain

To get back to my youth, I would do anything in the world except exercise, get up early, or be respectable - Oscar Wilde

We must recognize that as we grow older, we become like old cars - more and more repairs and replacements are necessary - C. S. Lewis

Inside all older persons is a younger person wondering what happened - Jennifer Yay

Old age is like flying through a storm - once you are aboard there is nothing you can do about it - Golda Meir

Copied with permission from Spark Plug, March 2024

ERA FASHIONS

Rings For Men and Women



Diamonds and Sapphires



Marquise and Emerald Cut
Diamonds



Diamond Cluster Ring



Diamond and
White Gold



Signet Ring



Diamond and Sapphire
Cocktail Ring



Sardonyx and
Marcasite



Romany Style

Two rings in one. Ring on left reversing from cameo to onyx and diamond. Ring on right reversing from cameo to semi-precious stones and diamond.

WORM MOON: FULL MOON FOR MARCH 2024

The full Worm Moon reached its peak in the morning hours of Monday, March 25. It rose after sunset on both Sunday and Monday. What is a Worm Moon? Why is it called the Worm Moon?

The full moon names used by The Old Farmer's Almanac come from a number of places, including Native American, Colonial American, and European sources. Traditionally, each full moon name was applied to the entire lunar month in which it occurred, not only to the full moon.

March's full moon goes by the name Worm Moon. For many years, we thought this name referred to the earthworms that appear as the soil warms in spring. This invites robins and other birds to feed - a true sign of spring.

However, more research revealed another explanation. In the 1760s, Captain Jonathan Carver visited the Naudowessie (Dakota) and other Native American tribes and wrote that the name Worm Moon refers to a different sort of "worm" - beetle larvae - which begin to emerge from the thawing bark of trees and other winter hideouts at this time.

There are quite a few names for the March Moon that speak to the transition from winter to spring. Some refer to the appearance (or reappearance) of certain animals, such as the Eagle Moon, Good Moon (Algonquin, Cree), or Crow Comes Back Moon (Northern Ojibwe), which others refer to signs of the season:

- The Sugar Moon (Ojibwe) marks the time of year when the sap of sugar maples starts to flow.
- The Wind Strong Moon (Pueblo) refers to the strong, windy days that come at this time of year.
- The Sore Eyes Moon (Dakota, Lakota, Assiniboine) highlights the blinding rays of sunlight that reflect off the melting snow of late winter.

The Paschal Moon

March's full moon often plays a role in religion, too. Specifically, in Christianity, this moon is known as the Lenten Moon if it is the last full moon of the winter season (i.e., if it occurs before the spring equinox) or as the Paschal Full Moon if it is the first full moon of spring (i.e., if it occurs after the spring equinox).

This year, March's full moon (March 25, 2024) occurred after the spring equinox (March 19, 2024), making it the Paschal Moon. March's full moon was the first full moon of the spring season and, therefore, determined the date of Easter this year (March 31, 2024).

Taken from Almanac.com and with permission from The Spark Plug

Dad Jokes

I just got hired at a company that makes bicycle wheels!!
I'm the spokesperson

Swap Meet Meeting
April 11, 2024, Joe Arneson's Shop

Attendance: Joe & Janice Arneson, Bob & Karen Lagerstrom, Daryl Barnes, Darrell Wookman, Doug McNichols, Bill McCollum, Dave Maycock, Russ French, Pete Maxon, Tony Mitchell, Carl Peer, Kent Ochsner, Stanley Hayden, K. L. Homolka and guest Steven Humbert.

Work duties and time tables reviewed.

New club shirts with 60th anniversary designation ordered and will be available to be worn at the swap meet.

Maps have been sent to all vendors showing new route to the entrance gate.

A motion made by Stanley Hayden, Second by Tony Mitchell reads as follows:

"Five \$60.00 CASH awards will be awarded by random drawing to vendors who have vended over 25 continuous years." Passed. Winners will be drawn & announced over the PA system during the day Friday & Saturday.

Thanks to Janice Arneson for the refreshments.

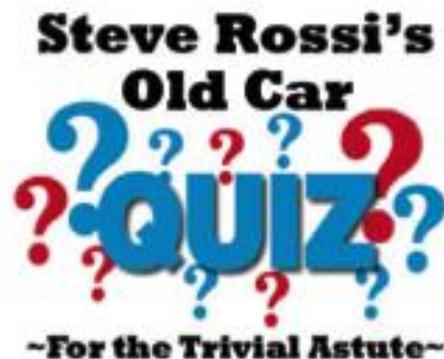
Submitted,

K. L. Homolka

ANSWER

Willis Sainte Claire incorporated the backup light when it appeared in 1921, which is believed to be the first such application in series production. Former Ford engineer C. Harold Wills left the motor company in 1919 to venture out on his own on a quest to produce the perfect car. He selected a site along the Saint Claire River in Marysville (Port Huron), Michigan, to establish his enterprise which lasted until 1927. Wills is also said to have pioneered the use of an electric fuel pump on its later, six-cylinder cars.

See willsautomuseum.org for more information.



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POETRY PAGE

A PURPLE COW

I've never seen a purple cow,
And never hope to see one.
But I can tell you anyhow -
I'd rather see than be one!

HE KICKED ME!

The man, he kicked me on the knee,
And send me sprawling on the grass.
And when myself I did raise up -
He kicked me on the --- other knee!

I WENT TO SEE HER

Last night I went to see her,
As happy as I could be.
But she was with another
She cares no more for me.

So here's a bottle of whiskey,
So sparkling and clear.
It's not as sweet as a young girl's kiss,
But a whole darn more sincere!

THAT IS CONGESTION

T. B. or not T. B.
That is congestion
Consumption be done about it?
Of corpse !!! Of corpse !!!

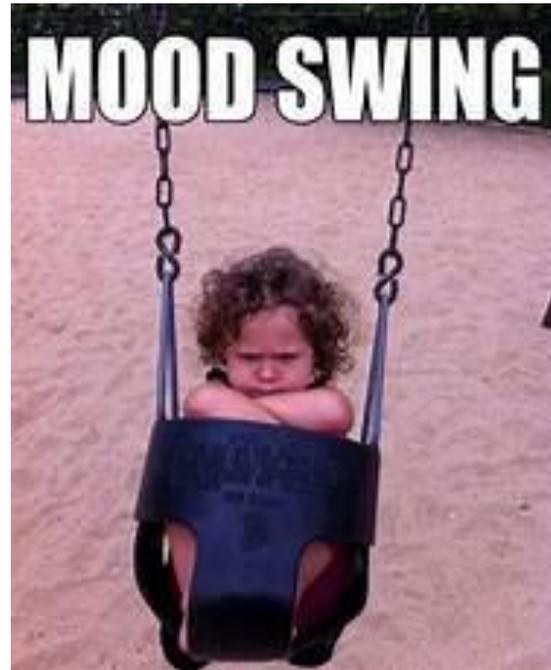
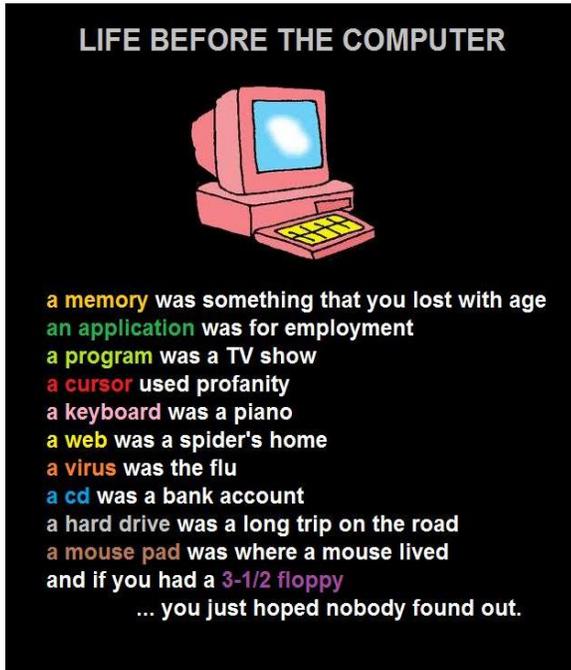
OH, SO TRUE!!!

Some hoist the window and gasp for air,
While others find it chilly.
Some turn the thermostat up a hair,
While others think them silly.

Some like it cold
Some like it hot
Some freeze while others smother.
And by some fiendish fatal plot -
They marry one another!!

Anonymous author(s). Found in mother's diary from her 1920's college days.

A LITTLE HUMOR



LOOK WHAT I BOUGHT TODAY....I THOUGHT WELL, WHY NOT, I DESERVE IT...
Double shot Cappuccino with two pumps of Vanilla



From Cartoons and Jokes

ALL TRAINS DELAYED
UNTIL FURTHER NOTICE

