



# THE MOTO METER

CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: LOCAL.AACA.ORG/CEDARRAPIDS

**LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY**

October 2018

Vol. 55-10

## 2018 Regional Board Members

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Judy Ortiz (Secondary) 319-360-1832  
Al Meeker (Primary) 319-377-1069

**Vice President:**

Larry Yoder 319-350-4339

**Secretary:**

Jeri Stout 319-622-3629

**Treasurer:**

Sylvia Copler 319-377-3772

**Flowers**

Shirley Shannon(May-Nov) 319-848-4419

**Directors:**

Carl Ohrt 319-365-1895  
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Rich Mishler 319-364-8863  
Dan Ortiz 319-366-3142  
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Dan Ortiz 319-366-3142

**Calling Tree Contact** 319-366-3142  
Judy Ortiz

## PRESIDENT'S RAMBLINGS

Things not to do just before a long road trip. Wanting to leave on Friday Aug 24th, I decided to change my air conditioning compressor. This was a GM compressor that they used for many years. I always had oil leakage which meant I had to clean the firewall before each show or display. I had recently found out this unit was not designed for the new refrigerants. Vintage Air is making an adapter mount (which mounts to the water pump) for small block Chevy now. One was ordered along with a new compressor. We also ordered 2 new electric puller fans and mounted them to the radiator with an electronic temperature control. We put the adapter bracket on (Water Pump) and had to use different V-belts to operate the compressor and power steering pump. The the AC system was charged. This was late Thursday and we wanted to leave noon Friday. We noticed a noise in the water pump now with the different angle of the V-belts. I decided to scrap the trip and fix it when I returned. My friend called me at 8:00 Friday morning and said to get out to the garage and we would change the water pump. This was finished late Friday so the trip in the Studebaker was back on and we left Saturday Morning. More next month. We hope to see you on a tour or a car show this summer.  
Happy Trails -Alan Meeker

## Need Washing

A little girl had been shopping with her Mom in WalMart. She must have been 6 years old, this beautiful red haired, freckle faced image of innocence. It was pouring outside. The kind of rain that gushes over the top of rain gutters, so much in a hurry to hit the earth it has no time to flow down the spout.. We all stood there, under the awning, just inside the door of the WalMart. We waited, some patiently, others irritated because nature messed up their hurried day. I am always mesmerized by rainfall. I got lost in the sound and sight of the heavens washing away the dirt and dust of the world. Memories of running, splashing so carefree as a child came pouring in as a welcome reprieve from the worries of my day. *(Continued on page 8)*

## JON'S CORNER

1. In what year did the Model T Ford change the steering gears from 4:1 to 5:1?
2. In what year did the Model T Ford windshield change from perpendicular to sloping backward?
3. In what year did Ethyl gasoline first go on sale and in what state?

*(Answers on page 8)*

## TRIVIA QUESTION

Where did the name "Maybellene" come from in Chuck Berry's rock-and-roll, hit song from 1955?

# REGION NEWS & INFORMATION

## September 6, 2018, CEDAR RAPIDS REGION AACA MEETING

The September meeting was held at the Hiawatha Community Center. Co- President Judy Ortiz called the meeting to order and lead the Club in the Pledge of Alliance since Al Meeker was running late.

Guests were introduced by Loren Huffaker.

Birthdays and anniversaries were recognized. Sharon and Virgil Schminke have an anniversary this month. Illnesses was reported by Shirley Millard. She said that they where hoping to have a diagnosis for her cough. She also reported that Sam Shannon had been ill. Shirley Shannon will go to Rochester (Mayo) on September 17.

Sharon Schminke made a motion to approve the minutes as read in the Moto Meter. Seconded by Carl Ohrt. Motion was approved.

Sylvia Cople read the Treasurer's report. Pete Bischoff made a motion to approve the report as read and seconded by Dan Ortiz. Motion was approved.

Lee Votroubek talked about members signing up for the Swap Meet on October 20. He also gave possible costs for swap meet advertising to the Treasurer.

Judy Ortiz said that she had been contacted by John Swanson about the History Center's Grand Opening on October 13. He would like pre-world war II cars. His number to call if you can bring a car on October 13 contact him on his cell at 319-431-0520 or home at 319-362-5644

Sharon Schminke reported on the tour she has planned for September 14. Anyone going will meet at Freddy's by Walmart at 9:00 AM.

Lee Votrobek reported that you need to call Denise if you can take your cars to Summit Point on September 15. Summit Point is located at 3505 Eagles Glen Avenue. Take your car between 3 o'clock to 6 o'clock.

Lee also said that Barbara Waterhouse-Miller needs you to call her if you can take you car on September 10. It will be from 10 o'clock until 12 o'clock. A sack lunch will be provided .

President Meeker said Social night will be at the DQ on Johnson Avenue on September 10.

Board Meeting is at Tommy's on September 20.

Pete Bischoff conducted Buy, Sell or Trade.

Motion for adjournment was made by Pete Bischoff and seconded by Harry Hawley.

Motion was approved.

Lee Votroubek gave a presentation on spark plugs.

Treats were by Dan and Judy Ortiz and Neil and Karen Rohlena

Jeri Stout, Secretary

# ACTIVITIES AND EVENTS

## 2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>October 8-Zio John in Marion</p> <p>November 5-Pizza Ranch at Westdale</p>	<p>October 4</p> <p>November 1</p> <p>December 6 - Christmas Party (6:00)</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p> <hr/> <p><b>Car Tours/Car Shows</b></p> <p><b>New Venue</b> <b>Cedar Rapids History Center</b> <b>Date:</b> October 13, 2018 (Saturday) <b>Location:</b> Turner Mortuary Building on 8<sup>th</sup> Street. <b>Time:</b> 8:30 - 12:00 (Noon) See page 9 for more detail.</p>	<p>October 18-Scott's</p> <p>November 15-Tommy's</p> <p>Meetings will start at 6:00 PM</p>
Special Events		Treats Schedule
<p><b><u>NEW EVENT</u></b> <b>Date:</b> September 10, 2018 <b>Location:</b> Villages of Marion 345 Marion Blvd. Marion, Iowa Car Display @ 10:00 PM to 12:00 PM Sack lunch and drinks will be provided at 12:00 PM</p> <p><b>CRRAACA Fall Swap Meet</b> October 20, 2018</p> <p><b>Fall Banquet</b> <b>Date:</b> Nov. 3, 2018 Lake McBride Golf Course Social Hour: 5:30 PM Meal: 6:00 PM</p>		<p>Oct. 2018 Harry &amp; Jane Hawley</p> <p>Nov. 2018 David/Brenda Juby</p> <p>Dec. 2018 Pete &amp; Pat Bischoff</p>

# HISTORICAL VEHICLE'S

## BMW 340

Manufacturer	EMW
Model	340-2
Year	1955
Body type	sedan
Doors	4
Seats	5
Engine position	front
Drive	rear wheel
Fuel	gasoline
Configuration	inline 6
Cooling	liquid
Capacity	120 cu in
Bore	2.60 in
Stroke	3.78 in
Compression	6.1 / 1
Valve train	OHV
Valves	12
Carburetor	2 / BVF
Aspiration	normal
Max Power	56 hp at 3750 rpm
Max torque	81 ft lb at 2500 rpm
Transmission	man 4 speed
Wheelbase	114 in
Front track	51.2 in
Rear track	55.1 in
Length	181 in
Width	68.1 in
Height	64.2 in
Weight	2756 lb
Maximum speed	75 mph
0-60 mph	41 sec



After World War II, the BMW factory at Eisenach, Germany, was located at the Soviet sector, and the factory became a Soviet Stock company. Production of pre-war BMW models restarted in 1945.

As long as the Soviets owned the company, BMW in Munich could not bring legal proceedings to protect its tradename. In 1949 the Eisenach works launched the BMW 340 (a development of the BMW 326 with modified front and rear bodywork). Since the Munich factory was not producing cars yet, all BMWs made from 1945 to 1951 are Eisenach products. By 1952, BMW in Munich was able to secure its tradename and logo and started to produce cars again. As a result, the ownership of the Eisenach works was transferred to the East German government and renamed EMW or Eisenacher Motorenwerk.

The BMW 340 was further refined as the EMW 340-2. Production of EMWs ceased in 1955 and the company was renamed Automobilwerk Eisenach (AWE). In 1956 they began producing the Wartburg 311.



*"The Owners Manual, Venice, Florida"*



# The Lacey Lady B-17G

A World War II vintage Boeing B-17G perched for decades atop a business near Portland, Oregon, is being prepared for takeoff once again by the dedicated volunteers who make up the B-17 Alliance.

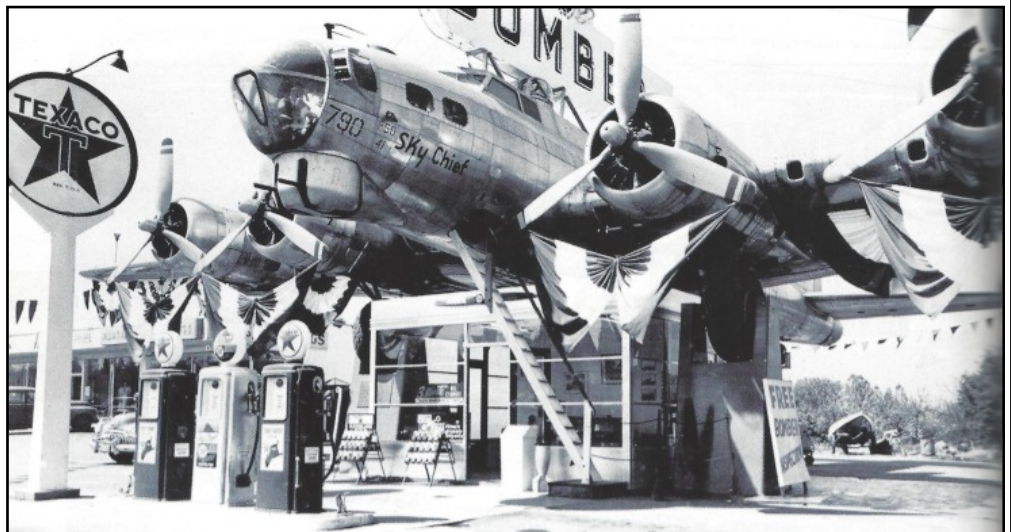
As the story goes, Mr. Lacey bet a friend \$5 that he could purchase a WWII-surplus plane, fly it to Oregon, and display it at his establishment. Lacey went to Altus Airfield in Oklahoma in 1947 and purchased a war-salvage B-17G for \$13,000. Personnel at the airbase informed Lacey that flying the aircraft was at least a two-man job, but unfortunately Lacey had traveled there alone. He convinced the commander at the airbase that he had a copilot. He went to town and bought a dummy and put it in the copilot seat to make it look like he had a copilot.

The plane had seen hard service during the war and was not in the best of shape. Lacey wrestled the plane through its take-off and several turns and flyovers as he gained confidence, but he had an issue with the landing gear, and eventually ended up crashing the Flying Fortress on its belly on the runway, and then slid it into another B-17G that was parked on the tarmac. He was slightly injured, but was more concerned that he had just ruined a \$13,000 investment. He approached the base commander and explained he did not have enough money to purchase another plane, The commander sold Lacey a second plane for \$1,500 and wrote off the totaled first plane as wind damage. Lacey called back home and had two friend fly to Oklahoma and help him fly the plane back home.

Once on the ground, the plane was disassembled and loaded onto trucks for transport. The plane was too heavy, too high, and too wide to be safely transported down two-lane streets and Lacey was unable to secure the proper permits. Already in the hole for \$15,000, he realized if he just moved the plane late at night, he might be able to get away with it before the local police caught on. He hired two motorcyclist to lead the way and told them if the police saw the caravan, to ride away as quickly as possible. They drove the disassembled plane to it final resting place under cover of night, and when the city realized what he had done, he was fined for transporting an oversize load without having the correct permits – he paid the fine of \$10.

The plane was then reassembled and mounted above the Texaco gas pumps at his business, which included a 15 room motel and Lacey's Bomber Restaurant. The Lacey family continued to operate the restaurant and motel business after the gasoline station closed in 1991. The plane remained there, drawing interested patrons while it continued to deteriorate, falling victim to Oregon's frequent rain, vandalism and bird droppings. The Laceys began efforts to preserve the plane in 1996, funding the project on their own for a time. Art Lacey died in 2000, but the family remained committed to rebuilding the Lacey Lady. The nose cone was removed for restoration in 2012, which led to even more deterioration to the rest of the plane. The rest of the Lacey Lady was removed from its loft perch in August of 2014 to begin a complete restoration.

The ambitious restoration of this 102-foot wide, 75-foot long "Flying Fortress," is expected to cost in the neighborhood of \$6 million. A full restoration of the nose section as well as the Sperry under-belly machine gun turret have been completed. The B-17G's four Wright Cyclone



radial piston engines were also removed for rebuilding, and it was discovered that three could still be returned to working condition. When new, the 1,820-cu.-in. power plants – manufactured during the war by **Studebaker** – produced about 1,100 horsepower each and could lift the 65,000 pound plane, as well as up to 10,000 pounds of bombs and a crew of up to 10 airman. In addition the Sperry machine-gun turret, the plane was also equipped with a dozen 50 caliber machine guns throughout the fuselage. *(By Jim O'Clair)*

# BELLE'S WHEELS

## *Fashions for the Outdoor Girl: 1905*

It is essential that outing garments be attractive as well as practical, for the discarded short skirt and half-worn jacket of other days are no longer permissible for wheeling, golfing and other outdoor sports. The benefits of active exercise in the open air should not be diminished by the lack of smart, well cut attire.

Scottish and English tweeds, mixed chevitos and plain serge will be appropriate materials for the golf, cycling or mountain-climbing costume. The jacket to accompany these short skirts may be made either of the same or of a suitable contrasting fabric.

A bright-red jacket with bright-green collar and cuffs is always in high favor for golfing. It is usually shaped in the loose box style which has become so popular by its general becomingness.

For midsummer wear mohair has much to recommend it, being light and cool and shedding dust more easily than any other material. It is frequently used for bathing costumes, and in the highly lustrous quality has almost the appearance of silk.

Dark blue and black are the colors most in favor for bathing costumes, although for youthful wearers red is sometimes seen and also white.

Brown will have a certain vogue this season and the best weaves show fine stripes of white or are powdered with tiny white dots.

On the other hand, the always successful combination of black and white is enjoying a vogue. It is seen in small checks, plaids and numerous other designs among the figured mohair's. Braid, buttons and bands of contrasting color adorn these new bathing costumes. Stockings to match the color of the material and bathing shoes or sandals should be worn.

Serge, flannel, mohair, taffeta and satin are the materials used for bathing costumes, and the designs by which they may be shaped are many and varied and illustrated in modified way many of the features to be observed in most modish frocks.

White or dark blue serge or fine flannel, made in true sailor fashion, is charming for yachting or boating costumes, although heavy duck and line are extensively used.

The accessories belonging to these outing costumes should be selected with the greatest care to ensure perfect harmony. The fichu covering the rubber bathing cap or the trimming about the sailor hat should always match the decorative scheme of the costume.



*Women's Home Companion (September 1905)*

*The Delineator (July 1905)*

*Women's Home Companion (August 1905)*

*The Designer (July 1906)*

*The Delineator (June 1907)*

*Women's Home Companion (June 1907)*

# The EMF Company

*(Continued from September 2018 Moto Meter Issue)*

## **Studebaker-EMF Announcement—July 1908**

In July of 1908, Frederick Fish announced that a cooperative arrangement had been made with EMF to market 500 of its cars. Fish left nothing to chance. He had arranged that final payment for each EMF was to be made after it was sold.

The E-M-F proposition seemed a marvelous opportunity for a maximum effort with minimum risk. As Colonel George M. Studebaker said at the time, "We considered it more advantageous to us to form an alliance with a group of men ... possessing . . . factory facilities, experience and manufacturing ability of a rare order, as well as an intimate knowledge of the problems peculiar to the motorcar, than to establish a separate factory of our own." For E-M-F's part, the alliance brought 4000 dealers to the new company right away. General manager Walter Flanders was particularly pleased about that. Sales manager William Metzger was dubious, and perhaps a little chagrined that, super salesman that he was, his partners did not assume he could put together an effective dealer network himself. But Barney Everitt, who took the E-M-F presidency title, was persuaded by Flanders that time was of the essence-and thus South Bend was given a role in the E-M-F act. It was a co-starring one. Studebaker would handle all of the E-M-F export business (its contacts abroad were heady) and the United States was divided in half, with Studebaker manager Hayden Eames to see to E-M-F sales in the South and the West, the rest of the country to be in the direct charge of William Metzger. Studebaker was to take half of the E-M-F production, which was planned for 12,000 units the first year.

## **The Start of Production—July 1908**

The pilot cars were sent down the production line in July of 1908. Deliveries began in September with journalists having been given complete details regarding the E-M-F product the month previous. There was nothing extraordinary for them to report; indeed it was the ordinary nature of the E-M-F upon which LeRoy Pelletier based his advertising strategy: "Nothing added-no frills or furbelows. Nothing omitted that experience has proven or convention taught you to consider a necessary part of a first- class motorcar. Not one original feature-not a single novelty-no startling innovations. Not one experiment-not one hair-brained theory or half-baked mechanical idea-not an untried or unproven invention-or metallurgical hallucination-will you discover in the E-M-F '30'."

By the end of 1908 close to 172 E-M-F's had been produced, but unfortunately they used an inefficient cooling system (a thermo-syphon instead of a water pump), so all 172 units needed to be recalled.

## **EMF Promise**

The E-M-F promise was, as Walter Flanders said at every available opportunity, that "a better automobile can be built and sold for \$1250 than is possible at twice that price." The quality was possible because of superior production facilities and methods, the price because of the quantity production. Of course, the very same day the first E-M-F's rolled out of the factory on one side of town, on the other the first Model T's rolled out of Ford, and their price tag was \$400 less. But the T provided only 177 cubic inches and 20 hp, a 100-inch wheelbase, featured a planetary transmission, thermo-syphon cooling (this proved the reverse of the E-M-F experience, original T's had centrifugal water pumps but early on Henry Ford decided on the more basal thermo-syphon)-and the T could certainly not be awarded that "new descriptive term," as The Automobile put it, "which has come into vogue in automobiling." Everyone called the E-M-F "classy."

# Classifieds

## Club Members Buy - Sell - Trade

None

### TRIVIA ANSWER

*"There are a few different stories about how the song got its name. Berry has said that Maybelle was the name of a cow in child's nursery rhyme, but (piano player) Johnnie Johnson recalled that there was a box of Maybelle mascara in the (Chess Recording Studio) office, which gave Leonard Chess the idea for the title," according to [songsfacts.com](http://songsfacts.com).*

### JON'S CORNER ANSWERS

1. The Model T Ford steering gear ratio was changed with the 1925 model.
2. The Model T Ford windshield was slanted toward the front seat in 1923.
3. Ethyl gasoline was first sold in 1923 at a gasoline station in Dayton, OH.

### LEGAL DISCLAIMER

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#### (Need Washing)

Her little voice was so sweet as it broke the hypnotic trance we were all caught in, 'Mom let's run through the rain,' She said. 'What?' Mom asked. 'Let's run through the rain!' She repeated. 'No, honey. We'll wait until it slows down a bit,' Mom replied.

This young child waited a minute and repeated: 'Mom, let's run through the rain..' 'We'll get soaked if we do,' Mom said.

'No, we won't, Mom. That's not what you said this morning,' the young girl said as she tugged at her Mom's arm. 'This morning? When did I say we could run through the rain and not get wet?' 'Don't you remember? When you were talking to Daddy about his cancer, you said, ' If God can get us through this, He can get us through anything! '

The entire crowd stopped dead silent.. I swear you couldn't hear anything but the rain.. We all stood silently. No one left. Mom paused and thought for a moment about what she would say. Now some would laugh it off and scold her for being silly. Some might even ignore what was said. But this was a moment of affirmation in a young child's life. A time when innocent trust can be nurtured so that it will bloom into faith.

'Honey, you are absolutely right. Let's run through the rain. If GOD let's us get wet, well maybe we just need washing,' Mom said. Then off they ran. We all stood watching, smiling and laughing as they darted past the cars and yes, through the puddles. They got soaked.

They were followed by a few who screamed and laughed like children all the way to their cars. And yes, I did. I ran. I got wet. I needed washing.

Circumstances or people can take away your material possessions, they can take away your money, and they can take away your health. But no one can ever take away your precious memories...So, don't forget to make time and take the opportunities to make memories everyday. They say it takes a minute to find a special person, an hour to appreciate them, a day to love them, but then an entire life to forget them.

dav



## 1910 Flanders 20 Runabout

AACA member Gene Metcalf of Waterloo, Iowa owned this car in the 80's. Gene sold the car to a buyer that resided back East. The Flander 20 was sold after Gene's passing by his family.

Lan Warneke member of the Cedar Valley Region lived in Hudson Iowa and owned the car before Gene. It was originally white with red leather seats and pin striped in red and had the original black ties.

The pictures below were found on line when the car was to be auctioned off in Florida.



# Classifieds

 <p><b>GARY W. WENDEL SR.</b> PRESIDENT</p> <p>4000 6th Street S.W. Cedar Rapids, Iowa 52404 U.S.A.</p> <p>Fax: (319) 366-0090 Local Phone: (319) 364-4000 OR: 1-800-553-8421</p>	<p>Contact for booking your band: chromehorsesaloonbands@gmail.com</p>  <p>1140 Blairsferry Rd. NE Cedar Rapids, IA. 52402 chromehorsesaloon.com</p> <p>Derek Collins General Manager</p> <p>Phone: 319-366-1234 Fax: 319-378-0605 chromehorsesaloonshophouse@gmail.com</p>	 <p><b>Country Auto, Inc.</b> Service &amp; Body Shop Alan Zumbach, Owner</p>  <p>Country Quality, Country Service, Country Prices</p> <p>1501 Chamber Court Anamosa, IA 52205</p> <p>Phone: (319) 462-5099 Fax: (319) 462-3125</p>
<p><b>RAYNOR DOOR OF CEDAR RAPIDS</b></p> <p>John Jensen</p> <p>Phone: (319) 365-7894 Fax: (319) 365-6152</p> <p>4601 6th St. SW Ste. B Cedar Rapids, IA 52404</p> <p>j.jensen@craynordoor.com Toll Free: 1-866-572-9667</p>	 <p>Scott Draper</p> <p>319-377-4861 (P) 319-377-3055 (F) 319-270-4862 (C)</p> <p>sdraper@sfdins.com www.sheetsforrestdraper.com</p> <p>Sheets Forrester Draper Insurance 610 Tenth Street PO Box 218 Marion, Iowa 52302</p>	<p><b>copyworks®</b></p> <p>Shannan Bishop General Manager</p> <p>4837 1st Avenue SE Cedar Rapids, IA 52402 Office: (319) 373-5335 Fax: (319) 373-5436 Email: sbishop@copyworks.com</p>

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## Special Notice

The Cedar Rapid History Center is dedicating their new home, the renovated Turner Mortuary building on Second Ave. At 8<sup>th</sup> St. They would like to have several vintage vehicles displayed in a secured area as a reminder of the days when the Lincoln Hwy went thru downtown Cedar Rapids.

If you would be willing to display your Model A (or if you have another “pre-World War II” vehicle that’s OK, a variety of vehicles would be great. The ceremony begins at 10 am, so we would want the vehicles in place by 9 am. The center will be open all day, but we would like to have the vehicles on display until noon. If owners are willing to say later that is their choice.

Please contact John Swanson if you are willing to display your vehicle. (319) 431-0520 or [jwsltd@msn.com](mailto:jwsltd@msn.com)

**CRRAACA 2018 FALL BANQUET**

**The Cedar Rapids Region AACA Banquet will be Saturday November 3, 2018 at Lake McBride Golf Course. 3891 Pro Road NE, Solon IA, 52333**

**Directions:** From either ELY or SOLON: At the "Roundabout" on Ely Rd/CR F16 continue on F16 West approximately ¾ miles to Lake McBride Golf Course and Event Center.

**Cost:** \$20.50 minus \$10.00 Club Donation equals \$10.50 for each AACA member. Each non-member guest is \$20.50

Social Hour: 5:00 PM – Dinner: 6:00 PM

**Registration Deadline is Wednesday October 24, 2018.**

This registration and check made out to CRRAACA, MUST be sent to Larry Yoder, P O BOX 105, Amana IA 52203. Phone 319-350-433

Cut Here

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**CRRAACA 2018 FALL BANQUET**

**Registration Deadline is Wednesday October 24, 2018**

Name of those attending: \_\_\_\_\_  
\_\_\_\_\_

Number of club members: \_\_\_\_\_ X \$10.50 = \$ \_\_\_\_\_

Non Members: \_\_\_\_\_ X \$20.50 = \$ \_\_\_\_\_ Total: \$ \_\_\_\_\_

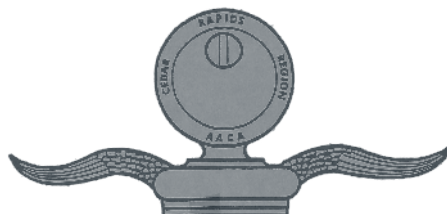
Telephone Number \_\_\_\_\_ Amount enclosed: \$ \_\_\_\_\_

**This registration and check made out to CRRAACA, MUST be sent to Larry Yoder, P O BOX 105, Amana IA 52203. Phone 319-350-433**

The Moto Meter  
Cedar Rapids Region AACA  
Brenda Juby  
614 Eleanor Ct. SE  
Cedar Rapids, Iowa, 52403



**1968 Ford Mustang Convertible**



October 2018-Moto Meter