



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

SEPTEMBER 2018

Vol. 55-9

2018 Regional Board Members

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Judy Ortiz

Carjacking Foiled by Manual Transmission

A pair of would-be teen carjackers were foiled in Nashville last week by what's become one of the most effective theft deterrents in recent years...a manual transmission.

Nashville police report that the boys, 15 and 17, first tried to pull a woman out of her parked car on Tuesday evening, but fled when she started screaming and honking her horn.

About an hour later they approached another woman in a Kroger parking lot in the city's Hillsboro neighborhood, grabbed the keys out of her hand, got into her vehicle and were gone in less than 60 seconds.

Not with the car, but on foot. Police said the car had a stick shift and the juveniles didn't know how to use it, so they gave up.

It's not an unusual scenario anymore as only about 3 percent of cars are sold with manual transmissions today, according to Edmunds, while a recent U.S. News and World Report study found that ***less than 18 percent*** of Americans can drive them.

The Nashville teens didn't make a clean getaway. Police spotted and arrested them soon after the incident and charged with robbery/carjacking, theft of property, and attempted theft of a vehicle. *AP*

President Ramblings

Thanks to Richard Mishler for the presentation on Model cars. I liked how they changed thru the years both in construction and quality. I put together about three models myself and they looked like the ones that had all the chrome parts and decals installed somewhere. Elections are coming soon so think about how you might serve this great club of ours by saying Ok to one of the positions available. The club can't continue without officers. We have several tours coming up soon so get your cars out and show them off to the public. We hope to see you on a tour or a car show this summer. Happy Trails - Alan Meeker

JON'S CORNER

1. In what year was the Studebaker Lark convertible introduced?
2. What did the VI and VIII for the Studebaker indicate?
3. What was the name given to the highest priced Studebaker model in 1964?

(Answers on page 10)

TRIVIA QUESTION

What car/car company's distribution rights did Chrysler try buying for \$15 million... that was the "fastest selling, first-year import in U.S. history," yet also called "less reliable than a Haliburton financial disclosure?"

REGION NEWS & INFORMATION

August 2, 2018 CEDAR RAPIDS REGION AACA MEETING

Meeting was called to order by President Al Meeker leading the Club in the Pledge of Alliance to the Flag.

There were no new guests or visitors.

There were no new illnesses or deaths to report.

Birthdays for the month of August were Pat Bischoff and Sam Shannon.

Sam and Shirley Shannon will celebrate their 60th Anniversary this month.

Carl Ohrt made a motion to approve the minutes as they appeared in the Moto Meter. Seconded by Frank Reynolds. Motion carried

Sylvia Copley read the Treasurer's report. Pete Bischoff made a motion to approve the report as read. Dan Ortz seconded the motion. Motion carried.

John Williams said about a group of 6 cars went to Chelsea for the car show.

Sharon Schminke is planning a trip on Friday September 14, 2018. They will meet at Freddy's (Walmart parking lot on Blair's Ferry Road) at 9:00. She had a sign up sheet for members who planned to attend.

Denise Votroubek handed out directions for her tour on August 7, 2018. Meet at Scott's for lunch at noon for those planning to attend.

Lawn Party is August 11. Starts at 3:00 and eat at 5:00 PM. Bring your lawn chairs and a dish to pass.

Judy Ortz told about the boards discussion of spending up to \$5 for ice cream for the August trip and \$10 toward lunch for the September trip. The club voted to approve this expenditure.

Judy Ortz made the motion to accept and Shirley Shannon seconded. Motion carried. It was decided the board would talk about allowing money for the Fall Banquet at the next board meeting.

Discussion on the swap meet took place. Lee said they wouldn't allow us to have donuts and coffee on Saturday for the club members working. Lee said he was having some difficulty contacting Vendors. Sign up sheets were available. He ask members to sign up twice.

Nomination committee for finding the prospective officers are Lee Votroubek and Al Meeker.

Voting will be at the November meeting.

No Social night this month at Culver's and Board Meeting is at Scott's on August 16.

Buy, Sell and Trade was conducted by Pete Bischoff.

David Juby made a motion to adjourn. Sharon Schminke seconded the motion.

Richard Mishler talked about his model car collection after the meeting.

Jeri Stout, Secretary

ACTIVITIES AND EVENTS

2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>September 10 DQ on Johnson Ave.</p> <p>October 8-Zio John in Marion</p> <p>November 5-Pizza Ranch at Westdale</p>	<p>September 6 October 4 November 1 December 6 - Christmas Party (6:00)</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>September 20-Tommy's</p> <p>October 18-Scott's</p> <p>November 15-Tommy's</p> <p>Meetings will start at 6:00 PM</p>
<p>Special Events</p>	<p style="text-align: center;">Car Tours/Car Shows</p> <p style="text-align: center;">CRRAACA Car Tours/Cruise In</p> <p>1st Thursday, Palo, Iowa Greenspace (Behind the Bank) Sept. 6</p> <p>2nd Thursday (New) Prairie Hill Pavillion 5680, Sept 13</p> <p>3rd Thursday, Duffy's Classic Enterprises 250 Classic Car Ct. SW Sept. 20</p> <p>4th Thursday, (New) Hope Lutheran Church, 2736 Bowling Street, Sept 27</p> <p>One Day Tour Date: September 14th Time: 9:00 AM Departure: Freddie's parking lot on Blairs Ferry Rd. See page 12 for more information.</p>	<p>Treats Schedule</p>
<p><u>NEW EVENT</u> Date: September 10, 2018 Location: 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>CRRAACA Fall Swap Meet October 20, 2018</p> <p>Fall Banquet Date: Nov. 3, 2018 Lake McBride Golf Course Social Hour: 5:30 PM Meal: 6:00 PM</p>		<p>Sept. 2018 Dan & Judy Ortz/Karen & Neil Rohlena</p> <p>Oct. 2018 Harry & Jane Hawley</p> <p>Nov. 2018 David/Brenda Juby</p> <p>Dec. 2018 Pete & Pat Bischoff</p>



REFINED CARRIAGES

The Steam Car Dream

The Stanleys, however, kept on going with their improved design, which had its twin-cylinder engine geared directly to the back axle in a layout that would not change during the remainder of the marque's long life. Particularly covetable was the "Gentleman's Speedy Roadster" which, in its 30 hp form, could touch 75 mph, although the boiler capacity was not sufficient for such speeds to be sustained.

In 1905, standard Stanley engines with increased boiler capacity were fitted in low streamlined bodies—probably the first car bodies to be developed by wind-tunnel tests—for attempts on speed records. *Teakettle*, *Beetle* and *Wogglebug* were the three most famous names. Beetle exceeded 127 mph on Ormond Beach, Florida, in January 1906; a year later, the driver, Fred Marriott, attempted to break his own record; but, at a speed estimated at 150 mph, the light Stanley became airborne, flipped over and was smashed to fragments, although Marriott escaped with his life.

The Stanleys never built another "racer"—they thought there were too many risks involved, although the brothers themselves were fast, reckless drivers. Accused in court of driving a racing Stanley on the roads at "nearly 60 mph", F.E. Pleaded "not guilty" although the evidence against him was clear. Asked to explain his plea he replied: "I plead not guilty to going 60 mph. When I passed the officer my speedometer showed I was going 87 mph!" It was this love of speed which proved F. E.'s undoing. Breasting a hill at high speed, he found two farm wagons drawn up across the road so that their drivers could chat in comfort. Swerving avoid them, he was killed. Only a few months earlier, in May 1918, the brothers had retired at the age of 70, and their company had been taken over by a new group led by Prescott Warren. The later Stanley cars were large and staid, looking rather like old-fashioned petrol cars.

In 1916, the Stanleys had at last bowed to convention and fitted a condenser to their cars to conserve water—a move they had resisted because New England was amply endowed with horse troughs. Anyway, reasoned the brothers, no one would want to travel more than forty miles in a day, so that was the capacity of the water and fuel tanks

The change had, however, been forced by warnings from the Chicago and Boston city authorities that Stanleys would not be allowed within city limits unless steps were taken to curtail the clouds of condensed fog which formed behind them in damp or cold weather, restricting visibility for following drivers. This departure did nothing to boost flagging sales. The Stanley company ceased production in 1927, although spasmodic attempts were made to revive it. Average motorists did not mourn the passing of the Stanley but dogs did, for the cars emitted a high-pitched whistle which attracted them, so that the Stanley owner was always guaranteed a canine cortege.

Mr. F. O. Retired to Colorado for his health, and spent his remaining years running his luxury hotel in Estes Park and whittling violins.



Excerpts from Steam on the Road by David Burgess Wiss

HISTORICAL VEHICLE'S

1920 Abadal-Buick 44/60 HP Landaulette

Engine	
Configuration	I-6
Location	Front
Displacement	241.6 Cu In
Bore	3.375 In
Stroke	4.5 In
Valvetrain	12 Valves / OHV
Carburetor	Single Downdraft
Cooling	Liquid
Power	60 HP
Compression	N/A
Torque	N/A
Drivetrain	
Transmission	3 Speed Manual
Drive	Rear Wheel
Dimensions	
Wheelbase	134 In
Front Track	57.5 In
Rear Track	57.5 In
Length	207 In
Width	70 In
Height	76 In
Weight	N/A
Performance	
Max Speed	N/A
Acceleration	N/A



1920 Abadal-Buick 44/60 HP Landaulette

The Abadal was a Spanish car manufactured between 1912 and 1923, by race car driver Francisco Abadal. Considered a fast luxury car, it was closely patterned after the Hispano-Suiza. Soon after the inception of the Abadal line, the Belgian company Impéria began building Abadals under license as Imperia Abadals. In 1916 Abadal acquired the Buick agency, and Barcelona-built Abadals after that year had Buick power plants and featured custom coachwork. These cars were called Abadal Buicks and used a standard 6-cylinder Buick chassis and drive train. The frame was extended by 13.5 inches and Westinghouse air-hydraulic shocks were added front and rear. Buick's rear cantilever spring design was removed for a simple leaf spring. The cars were then re-bodied with high quality custom coachwork. Mathew Van Roggen took over Imperia soon after World War I, and built about 170 more Imperia Abadals. Abadal ceased automobile production in 1923, but continued as the agent for General Motors in Spain. General Motors' plans in 1930 to produce the Abadal Continental never materialized. Photos courtesy of LeMay-America's Car Museum.

"The Owners Manual, Venice, Florida"

So What Happens to Your Stuff?

A year ago this month, I was in St Luke's Hospital and things weren't going the way the Medical Staff was hoping it would. Reality hits you smack in the face when your doctor comes in and tells your wife you better get the kids up here as soon as possible. A lot of what it's go thru your mind, and most of them not on the positive side of things. One of those thoughts was "What Happens to my Old Cars" when I'm not here anymore. I came across this article one day while I was surfing the Internet last summer. It was interesting that the author came to the same conclusion I did a year ago this month.

The biggest fear I hear from older people is that they (or their heirs) will sell their favorite car to somebody who looks nice and says the right things, and then a few months later, the car will show up in an auction catalog for two or three times the money and they'll look like suckers. As one of those suckers, I have to say I don't give much thought to it. I don't have any children to pass my stuff on to, and I sure don't think I'm going to be up in heaven shouting, "Don't sell it to that guy!" And anyway, as we all know, even though there's a stairway to heaven, there's a highway to hell, so we can guess where most of the traffic is headed!

We've all had a lot of fun buying cars and motorcycles over the past few decades. At least, I know I bought what interested me and gave me pleasure, and I've always been more excited about what I'm driving than where I'm going. But what happens to my vehicles after I'm gone I can't really control, nor do I particularly care to. I'm pretty sure there will be no way for me to check, so what am I worried about? I can pretend now that they will go to good people, but I know how the world works. The world moves on, and you can't assume that other people will love what you love.

If I had a son or daughter, it would be wonderful if they shared my passion. If your kids do, you're lucky, and you need to make sure your affairs are organized so you don't leave them a mess. But I hear from kids all the time, "When my dad was alive we tolerated it, but now we just want to get rid of the car." And I get it. If you're a struggling young couple living in a townhouse and somebody leaves you a 1937 Packard, what do you do with it? You have no place to put it, much less any interest in working on it.

So what happens to your stuff? Well, you can donate it to a museum, but unless it's a very special car, the museum will likely only keep it for a year or two until it needs the money, and then the car will be sold. If you have a lot of cars and a lot of cash, you could start your own museum, but that has its problems, too. I remember talking to Otis Chandler, the late owner of the Los Angeles Times and a huge car collector, and he said opening a museum was the biggest mistake he ever made. The regulation hoops are endless and costly, down to the number of bathroom stalls and parking spaces and the type of air ventilation and requirements for signs that say things like, "Do not drink contents of the battery." And the cars tend to just sit. They don't get used, everything dries out, and it's hideously expensive to employ somebody to come in and repack the water pump bearings and so forth, so the knowledge of how to fix the cars gets lost.

Some people say it was sad that the collection of the late casino magnate Bill Harrah got sold off. And it was indeed sad, but the nice thing is that all those vehicles went to people who are using them, and they're not sitting in one stagnant place never to be run again. As they say, if you love something, set it free. At least our cars have value now. There was a time when old automobiles were just thrown away. Ultimately, what should happen to your cars is that they would go to true believers, to the people who want them and understand them and will use them. That's what I hope would happen to mine, but I really don't know. And don't call me-I'm not ready to sell anything yet. *And don't call me either because neither am I!* dav (Source: Internet: Open)

BELLE'S WHEELS

Becoming Hats for all Occasions: 1908

Size and shape seem to be the principal features of the new hats. They are either very large or quite small. The crowns are large and high and the brims are wide and shaped.

Hats are worn low over the face, not put forward, but simply fitted with a drooping line which falls more over the face than away from it. The style of the new hats is "overflowing" and quite picturesque, being copied from the Old Masters of the English school.

All kinds of materials are being used. It is no longer necessary to think of felt and velvet alone for hats, as now they are made of fabrics not thought of for everyday hats in the past. An endless variety is used including satin, moire, cloth, crepe and taffeta. In some instances satin and cloth are combined, the crown of one and the brim of the other, or the brim entirely of chiffon with a facing and crown of satin.

If there are new ideas in the materials used, there are quite as many in the new trimmings. Ribbons, for instance, are made in lovely changeable shades. These new ribbons are much wider and softer to suit the large hats. In fact, many of them are sash width.

Draped hats are quite as much a part of fashions as are the draped styles in clothes. In these, wide scarves are wound loosely and softly around the crown, falling on the brim at one side. The ends are caught up and loosely knotted into a big soft bow, the ends of the bow being fastened together and finished with tassels or with satin rosettes dropping slight over the brim.

Wings (actual bird wings) will be much used again, but they are much larger than last year and are dyed in all sorts of attractive hues. They are then used with hats of contrasting colors.

Both wings and feathers are frequently arranged to form a stiff band which fastens around the crown, while on one side two other wings of different size turn down, falling over the brim.

Harpers Bazaar (September 1908)

The Delineator (February 1908)

The Delineator (April 1908)

Home Needlework Magazine (April 1908)

Harper's Bazaar (September 1908)



AMERICANS LOVE THEIR CLASSIC CARS

American classic car lovers love classic American cars.



1965 Ford Mustang

Collector car insurance specialist Hagerty took a look at the rate quote requests it received last year and found that the most common inquiry was for the 1965 Ford Mustang, which topped the list in 21 states. Supply may have something to do with that, as Ford sold over half-a-million of them.

The original pony car was followed by its 1966 edition with 16 states and the 1969 version of the Mustang-rivaling Chevrolet Camaro that was most popular in eight.

The 1967 Camaro, 1955 Chevrolet Bel Air, 1977 Ford F-150, 1969 Chevrolet Chevelle and the granddaddy-of-them-all 1957 Chevrolet Bel Air filled out the map with one state each.

A competing survey done by the folks at the ClassicCars.com used car marketplace discovered that the 1969 Charger to be the most-searched vehicle on the site in 16 states, while Mustangs of various years were coveted more than any other nameplate in 10.

A variety of other American cars that includes the Ford F-100, Chevrolet Monte Carlo SS and Oldsmobile 442 almost round out the state-by-state list, with the sole foreign outlier being the tiny 1980 MG MGB roadster, which had the most



1969 Dodge Charger

fans in the wide open spaces of Nebraska.



1980 MG MGB

By Gary Gastelu | Fox News

The EMF Company

(Continued from August 2018 Moto Meter Issue)

Enter the Studebakers

In essence, the new Everitt-Metzger-Flanders Company represented a merger of the Wayne Automobile Company and the Northern Motor Car Company, in which William Metzger quickly and conveniently acquired a controlling interest. This provided E-M-F three ready-made plants, Wayne's and Northern's in Detroit, and the latter's second plant in Port Huron. To provide a ready-made dealership organization, E-M-F contacted the Studebaker brothers in Indiana.

The Studebaker Company was a family owned and operated business that had enjoyed preeminence in the wagon-building field since before the Civil War, and was the only corporation that was successful in making the transition from horse drawn to gasoline powered vehicles. Brothers Clement Sr., Peter and John Mohler (John M.) (having bought out brother Henry's interests) founded one of the largest vehicle-manufacturing firms in the US. A fifth brother, Jacob Franklin Studebaker, entered the firm in 1870 and established its first branch office at St. Joseph, Mo., where it helped to outfit settlers moving west. The firm produced more than 750,000 wagons during its history.

But it was Frederick Fish, legal counsel to the Studebaker corporation and son-in-law to John M. Studebaker that proved to be the visionary who saw that the older Studebaker company must accept the innovation of the automobile, or die a slow death.

Frederick Fish

Born in 1852 to a prominent Baptist minister Henry Clay Fish, Frederick attended Rochester University before being admitted to the bar in 1876. Fish quickly rose through the ranks in the Republican Party, first as the city attorney of Newark in 1880 and then as a state assemblyman in 1885. One year later in 1886, Fish won a seat in the state senate, and a year after that in 1887, he was the president of the New Jersey Senate. His success was short lived, however, when in 1888, the Democrats made a comeback, and Fish lost his seat to a Democrat.

That same year Frederick met and married Grace Studebaker, John M.'s daughter. Three years later in 1891, at the "repeated insistence of John M. together with Clem and Peter," the Fish's moved to South Bend, Indiana and Frederick joined the Studebaker corporation as the company's corporate counsel, with the primary task of assisting the Studebaker brothers in financial matters.

The Studebakers and the Automobile

Within a short time of moving to South Bend, perhaps as early as 1896, Fish began urging Clement Sr. and John M. to explore automobile production, if only on an experimental basis. From the beginning, Clement and especially John M. proved reluctant. Fish, however, remained steadfast in his conviction that the age of the auto had arrived. The decision to try their hand in the automobile market occurred at the persistence of Frederick Fish and only after years of bitter discussion and maneuvering on the executive board of Studebaker.

In the years that followed, Studebaker experimented with and produced several automobiles, finally introducing an electric car in 1902. Gasoline powered Studebakers came in 1904, produced by the Garford Company in Ohio, marketed under the name Studebaker-Garford.

The Garford company, initially organized as the Federal Manufacturing Company, had been set up as a joint venture between George Pope, the founder of the leading bicycle manufacturer and early pioneer in automobiles, and Arthur Garford who had made a fortune as a manufacturer of bicycle seats and other parts during the bicycle boom of the 1890's. Garford broke ties with Pope in 1904 when Garford feared that Pope wanted to take complete control of the company. Garford acquired the options held by Pope and reorganized the company under his own name. Less than a month after Garford assumed control, talks were underway with the Studebakers.

The Production of Studebaker-Garford automobiles continued into 1908, when on February 13, nearly eight months after his first offer, Frederick Fish announced that Studebaker had gained a majority interest in Garford.

(To be continued)

CRRAACA Tour August 7, 2018

Club member went on a tour on August 7th to spend the afternoon cruising to see some of our members who are no longer living in their own home. The group visited four retirement homes where our members now reside. The tour group spent approximately 15-20 minutes at each retirement home. After the tour they all headed over to Ely for home made ice cream to end the day.



Sue and Clyde Melvin with sister Sheree



Sue Melvin, Alice Barker, Shirley & Denise



Shirley, Denise & Lee Votroubek



Bob Schillig, Doris Templer and Clyde



Carol Schillig and ?



Bill Ackerman, Sandy Fetzer & Deb Weisskopf

Classifieds

Club Members Buy - Sell - Trade

None

TRIVIA ANSWER

The Yugo, according to Jason Vuic's THE RUGO: THE RISE AND FALL OF THE WORST CAR IN HISTORY (Hill and Wang Publishing, 2010). Importer Malcolm Bricklin turned down the offer from Gerald Greenwald and Hal Sperlich because he felt that "If Chrysler thinks we're on to something, then we must be on to something!"

JON'S CORNER ANSWERS

1. The Studebaker Lark models were first introduced in 1960.
2. The VI stood for 6 cylinders and the VIII designated 8 cylinders.
3. The top series for the 1964 Studebaker was the Daytona.

LEGAL DISCLAIMER

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Those of you who missed the party, missed some very good food, including the recipe that Judy shared below.

Judy Ortiz Recipe

Layered Lettuce Salad

1 head lettuce

1 head cauliflower

1 c Miracle Whip AND 1 cup Hellman's mayonnaise

onion, finely diced

1# bacon, fried crisp and chopped

Parmesan Cheese

1/4 c sugar

Cut lettuce in bite sized pieces. Put into large bowl. Cut up the cauliflower in bite sized pieces and layer on top of lettuce. Mix Miracle Whip and Hellman's Mayonnaise and spread over the cauliflower. Layer with chopped onions and then bacon pieces. Sprinkle with Parmesan Cheese and sugar. Refrigerate overnight. Ten minutes before serving, stir the salad well or dump into a bigger bowl and then stir well. The salad tastes good the next day if there are leftovers, but the lettuce will be sloppy. Judy Ortiz shared the recipe at the Auterman lawn party and stated that she uses 2# of crispy fried bacon because she likes it to be more "bacony!"

Classifieds

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<p>Automotive</p>  <p>Service Evolution Reliable cars demand reliable service</p> <p>Jeff Zieser/Shige Sugloka Owners/Technicians</p> <p>242 Blairs Ferry Rd NE Cedar Rapids, Ia 52402</p> <p>319-377-7060 www.autoevolution.us</p>	 <p>A place like home...</p> <p>Country Kitchen 699 7th Ave. Marion, IA 319-377-8627</p>	

Special Notice for CRRAACA One Day Tour

Date: September 14, 2018

Location: Meeting at Walmart on Blairs Ferry Road by Freddies at 9:00 PM. If interested call Sharon Schminke at 319-472-4372.

Points of Interest: World Class Industries, The Barn at Shellsburg (Caution: anyone that can't walk very well should be warned, because the floor is cluttered with antiques, collectable's and stuff that one could easily trip over if not extremely careful.

Lunch: We will eat at Divine Decadence in Shellsburg. The club is covering the lunch and tip expense. Then we travel to Piket Fence next door which has consignment crafts and antiques. Next we go to Newhall to see a dairy operation where the cows are milked by robots. Then into Newhall to Sherrys Sweets

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

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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: \$ _____

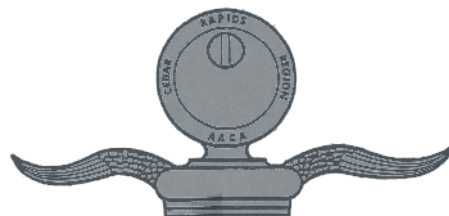
Telephone Number _____ Amount enclosed: \$ _____

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



1948 Balloon Pontiac Convertible



September 2018-Moto Meter