



# 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

APRIL 2018

Vol. 55-04

## 2018 Regional Board Members

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### Secretary:

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Judy Ortiz



In Remembrance of Kay Huffaker

## CREATION

A man said to his wife one day, 'I don't know how you can be so stupid and so beautiful all at the same time. 'The wife responded, 'Allow me to explain. God made me beautiful so you would be attracted to me; God made me stupid so I would be attracted to you!

The Editor

## JON'S CORNER

1. In what year was the first Chevrolet equipped with a V 8 engine and its maker?
2. In what year did the first Nash come equipped with a six cylinder valve-in-head engine?
3. Who was the man who first organized the Lincoln Motor Car Company? *(Answers on page 10)*

## TRIVIA QUESTION

Where did the song lyric, "Gee, our old LaSalle ran great..." originate?

*(Answer on page 10)*

# REGION NEWS & INFORMATION

## MARCH 1, 2018 CEDAR RAPIDS REGION AACA MEETING

We had no visitors at our meeting.

Birthdays and anniversary were announced. Shirley and Lee Millard at 31 years. Laverne and Martha's anniversary.

Alice Barker, an old member is in care center. We are sad to say Kay Huffaker passed.

Minutes from the Motor meter read as printed, motioned by Loren and seconded by Laverne, passed.

Treasurer report motion by Pete Bishoff and seconded by Jan Wenger.

Mother's Day breakfast will be on May 13 from 8:00 am to 11:00 am. Jon Reynolds will check the pavilion with Center point worker to see that we leave it like we found it. Had some problems last year.

We will advertise our June 12 car show in the Tidbits and the Penny Saver. We will have flyers made out for members to pass out and post different places. Rich Mishler will figure out a design for the flyer.

### **Old Business:**

May 3 –Teddy Bear auction. Bring bakery or nice items to sell. Plan to have some small bills to add to large ones to buy things.

June – remember we will have a meeting on June 7, then the car show on June 12.

Tuesday, August 7, will be social night at Dan and Debbie's creamery in Ely. More about it later

Judy thanked Dan for his help during her club presidency.

Spring banquet will be April 28 with the meal at 12:30 in Kalona . Meal will be in an Amish home with 2 meats, served family style. Larry Yoder will have ideas for after the banquet for activities because it will be early afternoon when we are done.

Thank you's from Loren Huffaker, Shirley Millard, and the Eastern Iowa honor flight were read.

Thank you for treats to Sue, Clyde and Shareen Melvin .

Motion to adjourn made by Loren, seconded by Jan.

Jon Reynolds shared a video about the Gliddon tour he went on in September. Meeting was adjourned

Submitted by Denise Votroubek

# ACTIVITIES AND EVENTS

## 2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>April 9-Bandana's</p> <p>May 7-Fairfax DQ</p> <p>June 12- Hiawatha Comm.. Center, Car Show <b><u>(NOTE: Date Change)</u></b></p> <p>July 9-Chrome Horse at New Bo</p> <p>August 6-Culvers in Hiawatha</p> <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>Social Nights - 6:00 pm</p>	<p><b><u>April 5 @ Kirkwood, Linn County Regional Center 1770 Boyson Rd</u></b></p> <p>May 3</p> <p><u>June 7</u></p> <p>July 4</p> <p>August- 2</p> <p>September 6</p> <p>October 4</p> <p>November 1</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>April 19-Scott's</p> <p>May 17-Tommy's</p> <p>June 21-Scott's</p> <p>July 19-Tommy's</p> <p>August- 16-Scott's</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>
Special Events	Car Tours/Car Shows	Treats Schedule
<p>Spring Banquet Date: Saturday April 28 at 12:30 PM</p> <p>Mother's Day Pancake Breakfast. Date: May 13. 2018 Wakema Park in Center Point 8:00 am - 11:00 am</p> <p>Teddy Bear Auction May 7-Not for just baked goods</p> <p>July 4<sup>th</sup> Picnic Date: 7/4/2018 at Ely Park</p> <p><b>Twin Rivers Tour</b> <b>May be canceled if no one chooses to lead it.</b></p> <p>August 11, 2018, Lawn Party Tom and Joan Auteman, hosts</p> <p>Fall Banquet Date: TBD</p> <p>Christmas Party Date: December 6, 2018</p>	<p><b><u>Car Show</u></b></p> <p>May 15<sup>th</sup>: Monthly Cruise-In on the third Tuesday of every month starting in May. See Special Announcement on page 10.</p> <p><b><u>CRRAACA Car Tours</u></b></p> <p>May ?</p> <p>June ?</p> <p>July ? Twin Rivers Tour Date: TBD</p> <p>August ?</p> <p>September ?</p> <p>October ?</p>	<p>April 2018 Jan Wenger/Joanne &amp; Dean Kiefer</p> <p>May 2018 Carl Orht/Sharon &amp; Virgil Schminke</p> <p>June 2018 Sylvia &amp;Daryl Copley/Judy &amp; Ken Robertson</p> <p>July 2018 Meeting in Ely Park</p> <p>Aug. 2018 TBD</p> <p>Sept. 2018 Dan &amp; Judy Ortz/Karen &amp; Neil Rohlena</p> <p>Oct. 2018 Harry &amp; Jane Hawley</p> <p>Nov. 2018 TBD</p> <p>Dec. 2018 Pete &amp; Pat Bischoff</p>

## HISTORICAL VEHICLES



The French company Ballot was founded in 1905, by brothers Edouard and Maurice Ballot. They initially built their reputation producing marine and industrial engines. Their first car was a 299 cu in inline 8 cylinder race car built by Ernest Henry for the 1919 Indianapolis 500. In 1927, the 8 cylinder model RH was introduced, followed by the RH2 in 1928, and the RH3 in 1929. In 1931, Ballot was absorbed by Hispano Suiza and began producing the HS26 with a Hispano Suiza engine. In 1931, the company was taken over by Hispano-Suiza. Swift decline followed: the last model was practically a Hispano-Suiza, and only the chassis was provided by Ballot. Ballot closed down in 1932.



**1929 Ballot RH3 Berline**



**1930 Ballot RH3 Limousine**

The **Ballot RH3** was introduced in 1929 and produced through 1932.



**1931 Ballot RH3 Cabriolet**



**1932 Ballot RH3 Coupe**

Engine		Drivetrain		Dimensions	
Configuration	inline 8	Chassis	ladder frame	Weight	3200 lbs
Location	front	Front Axle	live	Length	189 in
Displacement	186 cu in	Rear Axle	live	Width	69 in
Bore / Stroke	2.7 in / 4.1 in	Front Suspension	leaf springs	Wheelbase	131 in
Valve train	16 valves, ohc	Rear Suspension	leaf springs	Track (f & r)	53 in, 53 in
Fuel Feed	Zenith carb	Front Brakes	drum	<b>Performance</b>	
Aspiration	natural	Rear Brakes	drum	Power to Weight	.02 bhp / 1 lb
Power	68 bhp	Transmission	4 speed manual	Top Speed	78 mph
Power / Disp.	37 bhp / 1 cu in	Drive	rear wheel	Acceleration	60 mph / 31 sec

# 1900-1930: The years of driving dangerously

## **Detroit's better ideas**

In addition to the dangers drivers were creating, nuisance issues of parking and blocked streets were also a concern in Detroit. Multi-storied commercial buildings had no parking spaces and there were no laws or even rules of etiquette for parking; people simply stopped their cars in front of a building and left them for hours.

In residential neighborhoods, homes had no garages or even driveways, so streets were blocked with cars as well. Derogatory names emerged; inconsiderate drivers were dubbed "fliverboobs" by the American Automobile Association. Other new terms were born, such as "hit and run" drivers. "Joyriders" stole open cars and took off at reckless speeds, typically abandoning the vehicle or destroying it in an accident. "Road hogs," "speed maniacs" and "Sunday drivers" began appearing in the newspapers. "Juggernauts" were cars out of control that plowed through crowds of people waiting for a street car:

"Screaming pedestrians were scattered like ninepins ... some were bowled over or tossed against store fronts. [The driver's companion], evidently frightened by the cries of the crowd, leapt from his seat and running swiftly, disappeared into the darkness." – Detroit Free Press, Jan. 20, 1919

By 1915, the automobile had become an essential method of transportation in Detroit, so it was now impractical to tell people to drive at 5 mph. The city also was staking a claim as the center of the motor vehicle industry; therefore, something had to be done about the gruesome daily publicity and the public's fear and anger at the automobile.

In some cities the courts had begun to consider implementing engine-mounted governors to limit a vehicle's speed – particularly disliked by the auto industry, since the strongest sales appeal of autos was their speed. And as long as pedestrian deaths were attributed solely to drivers, the automobile industry had a huge public relations problem. In Detroit, one of their own stepped up to find solutions: former Ford Motor Co. executive James Couzens.

Couzens was a short, cigar-chomping Canadian who was considered one of the most belligerent executives in the auto industry: He quit his job as Ford's vice president of finance after years of friction and a final shouting match with Henry Ford. He resigned in 1913 with stock worth \$38 million, and became Detroit's commissioner of street railways, and later its police commissioner, mayor and, eventually, U.S. senator.

Couzens attacked the problem of poor driving and increasing numbers of vehicles in two ways. First, he insisted that at least adult pedestrians were just as guilty as drivers of causing accidents through careless street crossing and jaywalking. He insisted that pedestrians cross at designated corners. This caused pushback from people who hated the cars. City Council Alderman Sherman Littlefield fought Couzens, remarking, "They dog the people enough as it is. I'm not in favor of trying to herd people into certain places to cross streets.

"The second approach Couzens and others began to develop was a way to manage the streets without direct police interaction, which had become impossible citywide. They sought out new ideas using new technology for the streets. By the mid-1920's Detroit would be recognized as one of the most innovative cities in the country for traffic management and safety. Couzens' bulldog personality got changes implemented.

*(Continued on page 6)*

Very basics of driving were not taught nor understood, such as the left turn. Many accidents and pedestrian casualties were caused by "corner cutters" — drivers who did not make a left turn by driving through an intersection and then turning left into the far, perpendicular lane as we do today. Corner cutters made quick left turns the same way we make right turns, hitting unsuspecting pedestrians and other cars.

Detroit police implemented "silent policemen" -- cement pylons emblazoned with a sign that read "Stay Right" to force drivers into a proper left turn.

## More Detroit 'firsts'

Most irritating were drivers who parked wherever expedient, which frequently meant in intersections or in front of fire hydrants. Couzens noted in an article published in *Automobile Magazine* that some buildings with 500 offices had only 10 parking spaces. Detroit police drew national attention for using tennis court line marking equipment to establish "crossing zones," "safety zones" and "no parking" areas. The first centerline on a U.S. highway appeared in Michigan in 1911.



The first traffic lights, at the time called Street Semaphores, were invented and developed in Detroit. At first they had to be manually switched, but in the 1920's the city gradually installed automatic electric lights. (Photo: The Detroit News) archives)

Also in 1911, Detroit claimed to be the first city to successfully experiment with one-way streets. It began in Eastern Market to improve traffic flow and deliveries, but it also gained popularity on Belle Isle as people cruised around the island. Less successful was the idea of "channeling" streets — dedicating certain streets to one type of vehicle, mostly delivery trucks or taxi cabs.

The first U.S. stop sign was used in Detroit in 1915, and the first traffic lights, at the time called Street Semaphores, were invented and developed in Detroit. Their success would be known nationally as "the Detroit Plan." The original design was a green metal circle with green light and a red metal star with red light. A policeman stood on a crow's nest platform above the street and manually changed the signal from red to green. The first was set up at Woodward and Grand Boulevard.

The officers in crow's nests had whistles which they blasted ten seconds before changing the signal, but they also typically whistled or yelled at drivers and pedestrians to keep things safe and moving along. The first electrically operated "post semaphore," an unmanned automated traffic light, was developed in Detroit and set up at John R. and East Grand Boulevard in 1922. For the first time an amber light was added to show a signal was about to change, accompanied by a clanging bell. It cost one-tenth of the price of the old manned

crow's nest system.

Illegal parking continued to be a persistent problem. As Couzens wrote for a 1917 annual police report: "Educational methods did not bring about the desired results, so it was deemed advisable to institute a system of intensive disciplinary training." In short, he ordered illegally parked cars towed for the first time. Within six months, the new Detroit Towing Squad hauled 10,737 cars to a vacant lot.

As Couzens concluded, "This proved to be something of a shock to the thoughtless and careless, but it proved effective."

By the mid-1920's, a national, uniform approach to street and highway safety was formed under the direction of U.S. Secretary of Commerce Herbert Hoover. Automobile manufacturers began to improve reliability and adopt safety features such as turn signals, brake lights, safety glass and standard head lamps. States required drivers to take tests and to be licensed. In the 1930's, driver's education began to be required. The days of free-for-all driving were over.

*Open Source-Internet "Detroit News, reprint 2008"*

# THIRD TIME'S A CHARM!



1900 Riker Electric Vehicle

In last months newsletter there was an article titled “The Arc to Electric”. Below is an excerpt from a letter that was sent in from a reader who disagreed with the article.

There has been a case made that the future is likely to belong to electric cars - I disagree!

We can all agree that electric cars were built by a number of manufacturers in the early 20<sup>th</sup> century and soon lost out to the gasoline-powered internal combustion engine. Little has changed in the past 100 years.

The evidence below demonstrates why electric cars are not the wave of the future.

1. **Gasoline Prices:** As long as gasoline cost remains in the \$2.50 range, electrics and hybrids make no economic sense. The world today is awash in oil, made possible by technologies that only existed in the last couple of years such as horizontal drilling and fracking oil reservoirs. Electric Vehicles (EV's) make no economic sense today.
2. **EV Sales Volume:** In today's news we are being led by the media that EV's and Hybrids are rushing toward the world in huge volumes. This is not true! What we are being told is what Tesla wants to sell and what China hopes to produce. Tesla receives huge subsidies of taxpayer money from the U.S. Government, and buyers of their vehicles get big tax credits. Without this support, Tesla would collapse in months. The government is essentially propping up a company that makes a product that could not otherwise compete with manufacturers of gasoline-powered cars. The Chinese hopes for 300,000 cars by 2050, this is a far cry from these vehicles rushing toward the world in huge volumes. The simple truth is EV's and Hybrids are no more competitive in the market place than they were 100 years ago, and this situations is unlikely to change as technology leads to the discovery of ever more oil and gas.
3. **Fuel to Generate Electricity:** The cost to produce electricity and transmit it to a fueling station is not insignificant and involves substantial energy losses in every step of the process. It is almost certain, or at least equal to the current cost of gasoline. In addition, huge new power-generating capacity would be required to fuel a massive fleet of EV's. Is it really beneficial to society to burn massive additional amounts of fossil fuel's to produce sufficient electricity for EV's, especially when the internal combustion engine is more efficient?
4. **Government:** The impetus for EV's and Hybrid vehicles comes from government, not public demand. There are those in governments around the world who think they know what is best for the public and what the public should have. China's government, is tilting its citizens toward EV's by manipulating the country's licensing system. It can take months to obtain a Chinese license plate for a gasoline powered vehicle, but EV buyers sail through on a fast track.

In summary, EV's are a pipe dream. They are not competitive economically, just as they were 100 years ago, and are likely to remain as far as the mind can see.

There you have it, two very different views on the future of EV's and their effect upon the gasoline-powered vehicles. We hope, in someway, we were able to piqued your curiosity to the point that you at least raised your eyebrow. For more information we suggest you pull out your “September/October 2017 Antique Automobile” magazine and read Mr. Norman Letter to the Editor and then read Mr. Steven Rossi article “Third Time's the Charm!” article in the “January/February 2018 Antique Automobile” magazine. Both articles are well worth your time and effort to read.

**As for our opinion, we have to agree with Mr. Rossi article, “Third Time is a Charm!”**

# CRRAACA 2018 Spring Banquet

The Cedar Rapids Region AACA Banquet will be Saturday April 28, 2018 in Kalona at the Warren & Ila Miller (Amish Farm).

Cost will be \$20.00 minus \$5.00 Club Donation equals \$15.00 for each AACA member. Each non-member guest is \$20.00.

**(Registration Deadline is Saturday April 21, 2018).**

This registration and check made out to **CRRAACA MUST** be sent to **Jerolee Stout 4315 V Street, Homestead, Iowa 52236 (319) 622-3629** by deadline of Saturday April 21.

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CUT HERE

## **CRRAACA 2018 Spring Banquet** **Registration Deadline is Saturday April 21, 2018**

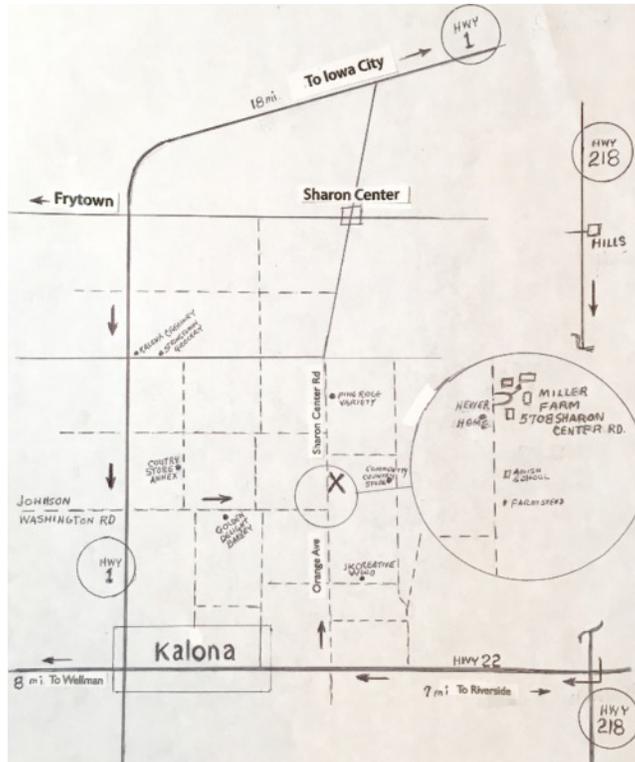
**NAMES OF THOSE ATTENDING:** \_\_\_\_\_

Number of Club Members x \$15.00 = \_\_\_\_\_

### **MENU: FAMILY STYLE DINNER WITH TWO CHOICES OF MEAT AND DESSERT.**

Telephone Number: \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_

**Cost - \$20.00 minus \$5.00 Club Donation equals \$15.00 per each CRRAACA Member.**  
(Non-members guest is \$20.00)



Place. Warren & Ila Miller (Amish farm)  
5708 Sharon Center Rd., Kalona, IA 52247

**Special Note:** -Road name changes when you cross the county line.  
Approximately 3 mi of gravel from either Hwy 1 or Hwy 22

# The EMF Company

*(Continued from February 2018 Moto Meter Issue)*

## **Metzger in England: To See the World's First Automobile Show**

During the spring of 1895, Metzger read in a bicycle journal about an automobile show to be held in London, England during the fall of 1895. Metzger's interest was piqued to the point that he had to travel across the ocean to see what this new-fangled machine was all about.

His enthusiasm fired, he returned to Detroit, bought a batch of electric cars, sold them, then a bunch of steamers, and did the same. He established what was most likely America's first automobile dealership, in Detroit as the century was about to turn. He helped stage America's earliest automobile shows, in Detroit and in New York's Madison Square Garden in 1900. Metzger was one of the prime movers in the Association of Licensed Automobile Manufacturers promoting races at Grosse Pointe and offering a \$200 prize.

## **Metzger Promotes Henry Ford's First Racing Venue**

Metzger, Daniel Campeau of the Detroit Driving Club, and Charles Shanks, sales manager for the Winton automobile, put their heads together and came up with one of the better-known races events in auto history. It became famous simply because its outcome had such a profound effect on the career of Henry Ford. The race was scheduled for October 10, 1901, at Grosse Pointe horse racing track. Excitement came from several quarters. Alexander Winton who was pursuing the fastest mile speed record was going to compete with his special racing vehicles. To have him appear in Detroit was big news. Secondly, rumor had quickly spread that Detroit's own Henry Ford, a struggling auto inventor of still dubious success, had filed the proceeding day to race against the Winton forces in the premier 25 mile event. Because of circumstances beyond Metzgers control the race was reduced to 10 miles instead of 25. No matter-it proved to be an enormously exciting contest in which Henry Ford ultimately was victorious over Winton by an amazing three-quarters of a mile, much to the delight of the crowd who had not anticipated a win by a local lad. The feat no doubt led to Henry Ford acquiring backers for a second auto company, the Henry Ford Company, incorporated the following month (this second company would fail like the first).

## **Bringing the Northern Automobile into the World**

David Beecroft in 1915 , organized the Northern Manufacturing Company which was owned by Mr. Barbour, Mr. Gunderson and Metzger. Their goal was to manufacture an automobile that would compete with the other early car sales in Detroit. But first, they needed a pilot model of an automobile to put into production. Metzger went to Olds and enticed Mr. Maxwell and Mr. Trout to leave Olds and design two different models for them. The Maxwell design was selected as the pilot for Northern.

## **The First Northern Automobile**

Maxwell's entry was a single-cylinder, five horsepower runabout on a 68 inch wheelbase that sold for \$800. Some of the innovations on the car were three-point suspension of the engine, running boards, and a transmission that was integrated with the engine. Steering was done by a right-side-mounted tiller. The engine was water cooled by a circulating pump driven off the camshaft that force the water through the radiator.



Mr. Tout's losing design, the one losing to Maxwell, was turned over to the Yale Manufacturing Company of Toledo in which Metzger was a major stockholder. It was later developed into the Yale car and competed with the Northern automobile.

*(To be continued in April 2018 Moto Meter Issue)*

# Classifieds

## Club Members Buy - Sell - Trade

None

### TRIVIA ANSWER

*From the ALL IN THE FAMILY TV show's "Those Were the Days" theme song, when Archie and Edith Bunker sang (and/or shrieked): "Didn't need no Welfare states... Everybody pulled his weight... Gee, our old LaSalle ran great... Those were the days..." It was written by Broadway songwriters, Charles Strouse and Lee Adams.*

### JON'S CORNER ANSWERS

1. The year was 1917 and the maker was Northway owned by General Motors.
2. The year Nash offered a valve-in-head six was 1917.
3. Henry M. Leland who resigned from Cadillac presidency.

### LEGAL DISCLAIMER

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### SPECIAL ANNOUNCEMENT

Dave Jones from Iowa Truck and Muscle Car extended a special invite to everybody in our Model A Club and the AACA. Dave will be holding a monthly Cruise-In on the third Tuesday of every month beginning May 15th through September. The events will begin at 5 p.m. and be held at the old Kmart parking lot on 16th Avenue and Williams Boulevard. There will be plenty of room for our clubs to all park together if we wish. There will be food vendors on site. For additional questions feel free to give Dave Jones a call at Iowa Truck and Muscle Car on 16th Avenue.

*Wayne Van Gorp: "Model A Librarian"*

### BELLE'S WHEELS: April 1907 American Modiste



The popularity of white and light striped flannels steadily increases. They are popularly dubbed flannel, though the material usually is a hard finish, lightly woven cloth, something on the order of a fine canvas cloth. All degrees of tailoring ability are permissible, as they are made in every way, from the trimmed Eton coat and pony jacket to the severest tailor suit.

The long coat, the three-quarter length, tight fitting, and single-breasted style, with the corner curved away in front to a longer depth at the back, is a favorite. But even tailors dislike to venture on it. It is particularly difficult to fit when the pleats are omitted in the back and the single smooth middle back form substituted.

*(Continued to page 11)*

# Classifieds



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**1910 Stanley Model 70 Touring Steam Car**

Mark Culver of Marion will be firing up this 1910 Stanley Steamer on April 22 at 1:30 p.m. He will provide a brief history of the automobile, demonstrate its startup procedure, and bring it up to full steam for operation.

The address was not available in time for the printing of the March MM. The address is - **Marion Historical Museum**  
**590 10<sup>th</sup> Street**  
**Marion, Iowa**

(Continued from page 10)

The season's high novelty is tussah, a soft firm silk on the order of poplin or pongee. It will be used for suits, coats and costumes. For tailored suits serge will be much used, and English and Scottish tweeds in mixtures, plaids, or stripes. Chiffon Broad-cloth is to be worn for early spring and panamas will also have a vogue. Plain and novelty silks will be employed for dressy and semi-dressy effects, as well as for separate coats. Voile is as much liked as ever before. It admits of pleated skirts being artistically draped.

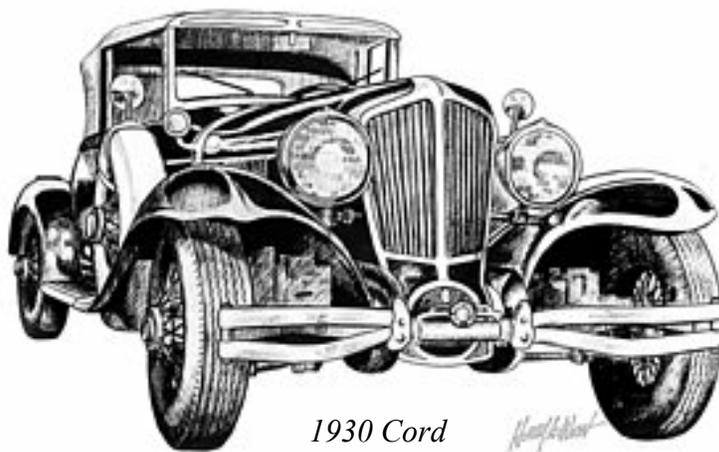
Cotton goods grow more and more beautiful. Lovely soft pastel shades are the ones most used and combinations bespeak the artist's brush. The embroidered swisses are exceptionally beautiful and many of them show colored effects on a white background.

Net and lace waists seemingly grow more prominent. The ecru and butter color tones afford variation from the numerous models in white. The idea of a silk waist to be worn over a lingerie guimpe seems to be one of the most popular fancies of the season.

A great deal of velvet ribbon enters into the trimming of all descriptions of toilettes, but especially those designed for evening wear. It is always either self-colored or black, and is used a great deal to trim lace and net waists.

*The Edwardian Modiste Catalog*

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



*1930 Cord*



April 2018 - Moto Meter