



# THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

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



August 2019

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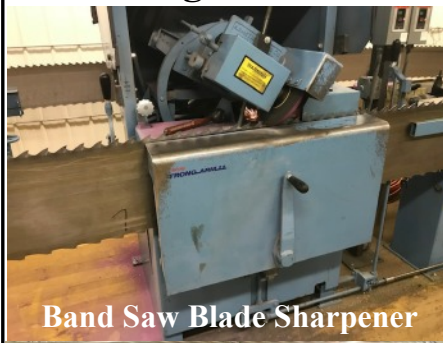
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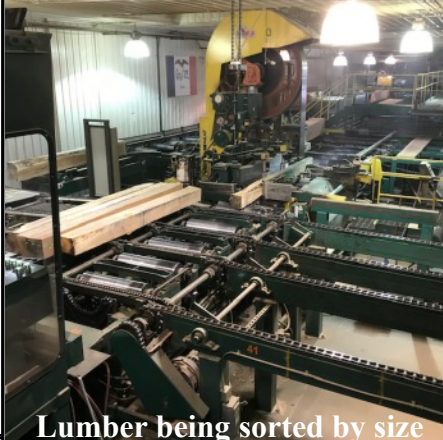
### Edgewood Saw Mill and Cabinet Shop



Band Saw Blade Sharpener



Bandsaw In Action



Lumber being sorted by size



Sue Melvin and Judy Ortz  
Is Judy enjoying some R&B music?

### TRIVIA QUESTION

Front-wheel drive has been in existence for longer than most people imagine. When did it first appear on a self-propelled vehicle? *(Answers on page 11)*

### JON'S CORNER

1. Who was the founder of Firestone?
2. Where was the G.M. "Saturn" plant located?
3. Where did the word "KLAXON" come from?

*(Answers on page 11)*



High End Cabinet Shop



Jan Wenger, Jim Smith and Barb Waterhouse in the showroom



The Edgewood tour took place July 10<sup>th</sup> and went to the Edgewood Sawmill and Custom Cabinetry Shop. The pictures to the left have been transferred to wood panels. You can chose different types of wood to have the picture on. It was really unique and different.

# HISTORICAL VEHICLE

## 1924 PAIGE 6-70 Four Door



Paige-Detroit first began producing automobiles in 1908. The company's first car was a two-seat model powered by a 134 cu inch three-cylinder, two-stroke engine. This model continued until 1910, when a four-stroke, four-cylinder engine design took over. In 1911, the company's name was shortened to Paige. A six-cylinder model was added to the range in 1914. Four cylinder models were dropped in 1916, leaving a choice of 226 or 293 cu inch sixes. Another name change occurred in 1919, when models fitted with a Duesenberg engine were known as Paige-Linwoods, and models fitted with a Continental engine were listed as Paige-Larchmonts. A straight-eight engine was added to the sixes in 1927. By 1925, Paige ranked 10th in United States auto production. Two years later, the company lost 2.5 million dollars and was sold to the Graham Brothers, who reorganized the company as the Graham-Paige Motor Corporation. Paige advertised their automobiles as "The most beautiful car in America." Photos courtesy of Trombinoscar.

*By Chuck Ford, Venice Florida "The Manual"*

Manufacturer	Paige
Model	6-70
Production year	1924
Body type	Sedan
Doors	4
Seats	7
Engine position	front
Drive	rear wheel
Fuel	gasoline
Configuration	I-6
Cooling	liquid
Capacity	331 cu in
Bore	3.75 in
Stroke	5.00 in
Compression	?
Valve train	LHV
Valves	12
Carburetor	1 / Rayfield
Aspiration	normal
Max Power	70 hp
Max torque	?
Transmission	manual 3 speed
Wheelbase	131 in
Front track	?
Rear track	?
Length	?
Width	?
Height	?
Weight	4128 lb
Max speed	?
0-60 mph	?



# LECLAIRE OVERNIGHT TRIP

(AACA September Two Day Tour)

**REGISTRATION:** SEPTEMBER 21-22  
(ALL ADMISSION FEES TO BE PAID BY  
ATTENDEES AT ENTRANCE)

**Captain's Dinner Cruise:** September 21<sup>th</sup> at 5:00 PM.  
*Call 800-297-0034 or reserve tickets online at  
riverboatwilight.starboardsuite.com.* Tickets are \$50.00  
each, including \$10 port fee.

**Buffalo Bill Cody Homestead:** Stone farm house  
built in 1851 where Cody family lived for 3 years.  
Admission Fee: \$2

## FREE TIME CHOICES:

(1) Shop at 23 Shops in LeClaire, including Wilton  
Candy Kitchen, Isabel Bloom, and several antique shops.

OR

(2) **Buffalo Bill Museum and River Pilots' Pier** –  
Learn about the Lone Star Steamer, riverboat pilots, the  
Sauk & Fox Indian tribes, and life on the Mississippi  
River.A

### Admission Fee:

Adults: \$5 Senior: \$4 Youth: 6-16 years \$1.00

OR

(3) **Wide River Winery an/or**  
**Antique Archeology - American Picker's Store**

### Saturday Lunch: Crane and Pelican

Order off the menu

### Sunday lunch: Sunrise Café in DeWitt

Order off the menu.

### DeWitt Historical Museum

### Dan Nagle Walnut Grove Pioneer Village:

Visit 19 open-air museum buildings, including train  
depot, blacksmith shop, country school, 1870's church  
and working soda fountain.

Admission Fee: \$2

### Hotel information:

*Comfort Inn at 902 Mississippi View Court, LeClaire, IA.*  
Phone number is 563-289-4747. Reserve through Kayla.  
Reservations under "Jane Hawley." Rooms are \$135.15 +  
tax for 2 queen beds on 1<sup>st</sup> floor. Total cost is \$152. Free  
hot breakfast on Sunday. Swimming pool, mini fridge.

## AACA Polo Shirt Information

Below are the options for the Polo shirt pricing.  
The design of the logo is yet to be determined.  
What option will be voted on by the membership at  
the next meeting.

### Option 1

Size:

S-XL \$22.50 each

2XL \$24.50 each

3XL \$28.50 each

### Option 2

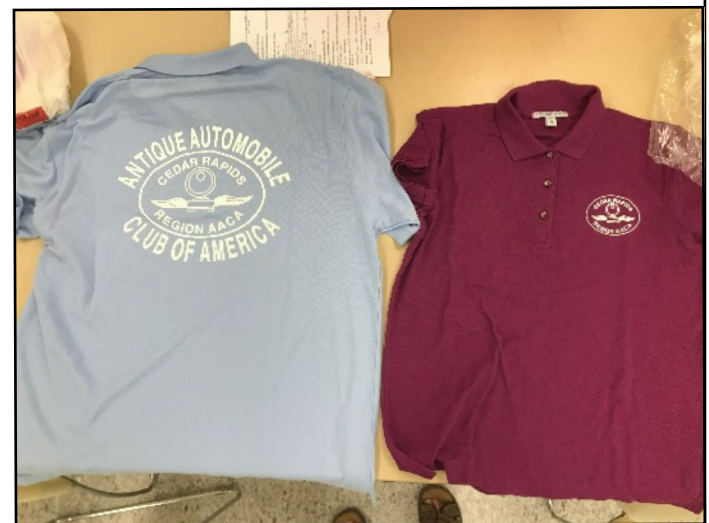
Size:

S-XL \$21.50 each

2XL \$23.50 each

3XL \$27.50 each

See examples below, other colors are available



# Smaller Cars - Compacts of the 50s

Most of the cars of the fifties were anything but small. Longer, lower, wider was the order of the day. But, the tide was beginning to turn. Small cars from Europe were beginning to appear and the major American manufacturers wanted to have a model to appeal to that market. How many do you recognize?



1



2



3



4



5



6



7

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All photos herein are the property of club members unless noted.

(Answers: Page 11)

# REGION NEWS & INFORMATION

## May 2, 2019, CEDAR RAPIDS REGION AACA MEETING

The meeting was called to order by Jane Hawley and club members recited the Pledge of Allegiance.

Mark Stoffer Hunter , a Cedar Rapids historian, gave a presentation on Historic Cedar Rapids.

**Birthdays:** Harry Hawley, Joan Ackerman, Carl Ohrt, Barb Maxwell

**Anniversaries:** None

**Illness:** Shirley Millard reported that Shirley Shannon is in the Univ. of Iowa hospital.

**Deaths:** Judy Ortz said that former member Betty Tetter passed away.

**June meeting minutes:** Sharon Schminke noted that the minutes said the lawn party was at the home of Sharon & Orville Schminke instead of Sharon & Virgil Schminke. Motion to approve the minutes with this correction by Jim Smith and seconded by Joan Auterman. Motion carried.

**Treasurer:** Sharon Schminke presented the Treasurer's Report Motion to approve by Paul Kumley and seconded by Al Meeker. Motion carried.

Jane reported that the fall banquet will be Nov. 2<sup>nd</sup> at the Cedar Rapids Country Club.

Jane stated that a Swap Meet committee has been formed to distribute the duties. The next meeting is on July 30<sup>th</sup> at 6:30 PM at the Hiawatha Library. Meeting is open for anyone interested in helping.

The starting time for the board meetings has been changed to 6:30 PM

Marge Reynolds showed sample of 2 polo shirts-cost will be around \$22 depending on how many are ordered. There will be a sign up sheet to place the order as a group so we can get the best price. (*See Page 4 for pictures of the shirt and design.*)

### **Tours and Car Shows**

Sharon Schminke stated that the Twin Rivers tour will leave at 8 AM from the Marion Walmart on July 22<sup>nd</sup> & that close toed shoes should be worn for the Rockwell tour in Manchester that day.

Jane reported on a car show request from The Views Senior Living on F Ave for a fundraiser for Walk to End Alzheimers in early August for a couple of hours. They will leave it up to the club to determine date & time. If interested contact Jane Hawley. Carl Ohrt reported that Glen Terrace Nursing Home on Alburnett Road would like us to show cars. Paul Kumley reported that the Stone City General Store in Stone City is having a car show on Saturday, August 24<sup>th</sup>-come anytime between 10 & 11 & stay as long as you want). The General Store will provide a sandwich & beverage to the driver. Barb Waterhouse-Miller said the Brown Farm show in Central City would like to have cars on Sunday, July 28<sup>th</sup> from 10 am to 3 pm.

Jane Hawley conducted buy, sell, trade.

Treats provided by Dean & Joann Kiefer.

Motion to adjourn by Paul Kumley and seconded by Barb Waterhouse-Miller. Motion carried.

Secretary: Sylvia Copler

# ACTIVITIES AND EVENTS

## 2019 REGION CALENDAR

Social Night	Club Meeting/Topics	Board Meetings
<p>August 5-Freddie's near Wal-mart West</p> <p>September 9- Zio Johnno's-K-mart west</p> <p>October 7 - Bandana's</p> <p>November 11-Fire House Subs-near Lindale</p> <p>December 9 - Big Daddy 16<sup>th</sup> Ave.</p> <p>Social Hr. Will start at 6:00 PM</p>	<p>August 1-The In and Outs to Antique Car Buying-Harry Hawley</p> <p>September 5-Twin Rivers Recap</p> <p>October 3-History of Model Cars By Rich Mishler</p> <p>November 7-Valuation of Antique Cars, by Jack Harville, Bring Non-Perishable food item for food bank</p> <p>December 5- Christmas party</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>August 20 - Scott's</p> <p>September 17 - 16<sup>th</sup> Ave. Grill</p> <p>October 15 - Scott's</p> <p>November 19 - 16<sup>th</sup> Ave. Grill</p> <p>December 17 - Scott's</p> <p>Meetings will start at 6:30 PM</p>
<p align="center"><b>Special Events</b></p> <p>August 10, 2019 Schminke Lawn Party 1307 W. 16<sup>th</sup> Street Vinton, Iowa Social Hour: 3-5 PM Pot Luck—Meat provided, bring side dishes. Also bring table service</p> <p>August 20, 2019, 11:30 PM Ladies Luncheon Start Time: 11:30 AM Kava House Swisher, Iowa</p> <p><b>AACA National Fall Meet</b> Hershey, PA. October 9-12 750-200=550 Standard Size Cars</p> <p><b>IMAD</b> Amana, Iowa Aug. 17, 2019 9:00 to 5:00</p>	<p align="center"><b>Car Tours</b></p> <p><b>July 22-27, 2019</b> Twin River Tour: Elkader Area</p> <p><b>July 28, 2019-One Day</b> Browns Farm Location:Marion HyVee @ 9 am</p> <p><b>Car Get Together's</b></p> <p><b>Iowa Greenspace, Palo, Ia.</b> Aug 1, Sept 5</p> <p><b>Prairie Hill Pavilion, 5680 Kacena Ave., Marion Ia.</b> July 11, Aug. 8, Sept 12</p> <p><b>Duffy's Classic Enterprises, 250 Classic Car Ct. SW, Cedar Rapids, Ia.</b> July 18, Aug. 15, Sept. 19</p> <p><b>Hope Lutheran Church, 2736 Bowling St. SW, Cedar Rapids, Ia.</b> July 25, Aug. 22, Sept. 26</p> <p><b>Bigg Daddy's Dogs, 2201 16<sup>th</sup> Ave. SW, Cedar Rapids, Ia.</b> Aug. 29</p> <p><b>Car Shows</b></p> <p><b>July 16-20</b> Hudson Regional Meet Bettendorf, IA</p> <p><b>July 20:</b> Vinton Car Cruies</p> <p><b>July 27:</b> Chelsea Car Show</p>	<p align="center"><b>Treats Schedule</b></p> <p>August 2019: TBD</p> <p>Sept. 2019: Dan/Judy Ortz /Neil/Karen</p> <p>Oct 2019: John &amp; Barb Maxwell / Ken and Judy Robertson</p> <p>Nov. 2019 TBD</p> <p>Dec 2019: Pete &amp; Pat Bischoff</p>

## BELLE'S CORNER

Last month Miss Preuss had arrived in Canton, Ohio and was on her way toward Pittsburgh when she encountered some difficulty that she was not prepared for. The story continues.....

Out west, all the people I had met were keenly alive to my desire to set a record, and nothing seemed too difficult for them to urge me to attempt. If I asked the distance to a town, even though it was 300 miles, they would say, "Sure, you can make it," and spur me on.

In the east it was different!!! Here, despite the splendid roads, everyone seemed afraid that I could not make more than 150 to 200 miles a day. This puzzled me, and naturally, I looked for a lot of trouble which never came about. Should I ever drive through again, I won't have this mental handicap to work under.

Then too, Pennsylvania's toll roads slowed me up a lot. Every so often I'd have to stop my car and pay seven cent tolls.

The easterners conception of mountains also is amusing to one from the west. Leaving Pittsburgh, I was warned against the Alleghenies, and of course, looked for some bad grades. I traveled all that day and far into the night without seeing anything serious, and so, when I arrived in Gettysburg, where I was to sleep, I asked the hotel clerk when I would get into the mountains. "Why," he said to me, "you are out of the mountains!" I had passed through them and didn't know it.

The next day was the last of my trip. I had only 212 miles to go, and decided to leave early the next morning so as to arrive in New York by night. As I was leaving, at six o'clock, a by-stander, learning my destination, said, "You'll be lucky if you get into New York by night." As a matter of fact, I made Times Square at 2:45 that afternoon.

In New York I was met and checked in by a group of newspaper men, headed by Mr. R. L. Sykes of the Brooklyn Citizen, and made and fussed over until I was allowed to get away. The following Monday I was again in the limelight, calling at the New York city hall to present my letter from Mayor Rolph to Acting Mayor Victor Dowling.

I arrived in New York on Saturday, August 19<sup>th</sup>, having completed my trip in 11 days, 5 hours, and 43 minutes, allowing for a difference of three hours in time between New York and San Francisco. My speedometer showed that I had traveled 3,520 miles, an average of 313.18 miles per day. During my trip, I had used 251 gallons of gasoline, an average of slightly over 14 miles to the gallon, which was very good, I thought, considering the various altitudes, roads, and weather conditions I had passed through.

Tire trouble—I had practically none, sustaining only one blow-out, on the road into Cheyenne, where I hit a sharp rock with terrific force. The tire was done for, and I had to buy a new one in Cheyenne. I carried two spares all the way, one of which I never used. Goodyears were my choice, with all weather-treads in the rear.

As for myself, I was none the worse for wear, though I found I had lost seventeen pounds. I also found that the many days of exposure in all kinds of weather had given me a deep coat of tan; though my skin, due to the fact that I used nothing but cold cream, was in excellent condition. My ears, however, were as hard baked as a prize fighter's, from the sun and wind.

Of my car, I cannot say enough. It was truly a wonder, and but for the ease with which it handled, the fact that I hardly ever had to shift gears, and the comfort with which it rode, I don't think I could have gone through what I did. Nor would I have traveled as fast, especially in the mountains, had I not known the car was absolutely right. I can certainly recommend the Oldsmobile to anyone for transcontinental touring. It is a wonderfully fine automobile.

Amanda Preuss

## VMCCA

I know most of you have heard of or maybe belong to the Veteran Motor Car Club of America (changed the name to Vintage Motor Car Club of America) (VMCCA). But as for me, I had never heard or read anything about this car club. Recently, a friend gave me a copy of the VMCCA publication to read. It is great magazine with high quality pictures and good reading. But, I can hear some of you saying, "Why would you ever want to join a club that doesn't even meet in the Cedar Rapids area or even, for that matter of fact, in the state of Iowa?"

Ahhh, so bear with me and I will tell you my WHY.

The VMCCA membership is composed of a variety of people from a whole lot of different places and experiences. I like the word "Variety", to me it is the key to this group of people. They are like-minded when they get their cars out and get together to tour in them. You will find businessmen, electricians, engineers, doctors, educators, musicians, lawyers, teachers, construction workers, ranchers, farmers, etc. etc. etc. in this group of people. And they all have at least one thing in common; they truly enjoy antique automobiles and the fun of driving them down unfamiliar country roads leading to who knows where.

And guess what, it really doesn't matter where they are headed, they're just having fun driving the old cars with people they enjoy.

Part of the fun is just getting your car tour-worthy and then getting on the road as soon as possible. The other part begins with the challenge of bringing an "old" auto back to life: maybe back to its origins and original beauty, or just back to purring as it first did when it was brand new. But there is more to it—the satisfaction of getting that vintage car on the road chugging along at 20 mph or breezing along at 70, is a dimension of the hobby that brings its own pleasure and joy.

When these driving tours are organized by VMCCA and its members, there is no end to the opportunities for pure pleasure. An antique

automobile is a great common denominator, it tends to overshadow the differences in peoples cultural backgrounds or beliefs and brings the preservationist or restorer into something like a family. They may even bring non-collectors into the fold. Because you seldom find a person who isn't charmed by a vintage automobile that draws them closer for a better look and maybe a bit of conversation.

I know there are numerous car clubs one can join at the local level, and they are good and fun and bring pleasure to their members. But, there is only one that can take you across the country showing you scenic vistas, historic sites, and the unique variety that the United States has to offer.

Only one lets you truly experience the richness that each location has to offer and exposes you to the culture of the people in that area.

Only one gives you the opportunity of seeing old friends from past tours three or four times every year.

To have the opportunity to see the country in my old car beyond the borders of Iowa with a group of people who truly enjoy antique automobiles and driving them— in a way, they are family.

### **And that my friend is my "WHY!"**

I have not had the opportunity to be on one of these VMCCA tours, but it is on my bucket list.

dav





## FASHIONS OF THE 60's

Most of us remember the 60s as a time of pop art, hippies, mini skirts, flower children and drugs. It was a crazy time and women's fashions were extreme from the beginning of the decade until the end. In the early 60s, Jackie Kennedy's style was simple, clean and well-fitted with matching accessories. She wore dresses without collars, jackets, sensible low-heel shoes, and her iconic pill box hats. She put care in her appearance and American women loved the classic look and wanted to copy her style. After President Kennedy's assassination, Jackie was no longer in the public eye so America needed a new fashion icon. Brigitte Bardot filled that place but her style was completely opposite of Jackie's. Her style was tacky, cheap and bold. She started a new trend when she wore a pink gingham wedding dress trimmed in white lace. Soon everyone was wearing gingham, trimmed with white lace. Another person who influenced style was Mary Quant who designed the shift dress. These dresses were very short and made with wild, colorful prints that were quite bold. "Baby Doll" dresses became very popular among the youth culture and another popular trend was "Baby Doll" pajamas for summer wear.



Dresses of the 60s became shorter and shorter and were not office friendly because of the hem lengths. They were more appropriate for casual wear, but their presence was very evident in schools and colleges. Most of us remember the mini skirt—we may have worn them in the 60s. How short the mini was often depended more on how confident a girl was, rather than how great her legs looked! Short skirts were part of the sexual revolution going on in America.

Colors and prints during this decade were quite bold and inspired by the modern art and pop art movements. Prints might have included checkboard patterns, stripes, polka dots, color blocks and even Campbell Soup cans. Eventually softer colors and gingham checks became popular because they were gentler and had more "girly" appeal. In the later 60s, there was a trend toward more earthy colors which included moss green, burnt oranges, and mustard yellows (reminds me a little of our Tupperware colors and avocado, orange or gold kitchens!).

Skirts and sweaters had a very casual look and fit straight on the body. It was suddenly alright to wear tops un-tucked and they grew longer as the decade advanced. Solid colors and patterns were popular, though, solid colors were carefully matched with a patterned mini skirt. Though colors were bold, most girls didn't mix patterns with plaids or other designs. If a girl wore a solid mini skirt, she often wore a patterned blouse. Colored tights that matched the colors were also very popular. Shoes ranged from flats to go-go type vinyl boots with low heels to sneakers.



In terms of pants, the Jax pant was popular. It was an updated capri, usually lined and without waist bands. Another popular look was stretch pants. Who can forget stretch pants with stirrups? The elastic straps kept the pants smooth and straight, but the style seemed to look best on a slim girl. Bell bottom pants became popular in the late 60s, but they also looked best on taller, thinner girls. Those of us who were shorter and not quite as lean, just looked really short in the bell bottoms! Pant suits became quite the rage and they were often quite loud in the patterns of material used in them.

I hope this stroll through fashions of the 60s brought back some memories for you. It was quite a decade!

Brenda

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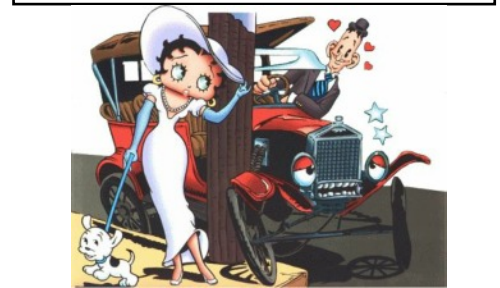
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## TRIVIA ANSWER

*Nicolas Joseph Cugnot incorporated it on his steam-powered, armament carriage in 1769!*

### JON'S CORNER

1. The founder was Harvey Firestone.
2. The Saturn plant was located in Springhill, TN
3. From the Greek for "to shriek".

### Compacts of the 50s!

1. 1959 Studebaker Lark Regal Coupe
2. 1950 Crosley Super Station Wagon
3. 1959 King Midget
4. 1953 Willys Aero Eagle Coupe
5. 1953 Sears Allstate Two Door Sedan
6. 1953 Nash Rambler Custom Convertible
7. 1954 Hudson Jet

### CAR DISPLAYS

Date: Thursday September 12th  
Time: 10 am to noon  
Location: Terrace Glen Village  
3400 Alburnett Rd, Marion  
Celebrate their 1 year anniversary.

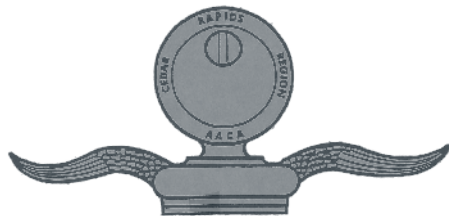
Date: Wednesday, August 7  
Time: 10 am to noon  
Location: The Views Senior Living of Cedar Rapids  
3005 F Ave NW.  
We'll be displaying our cars during their fund raiser  
"Walk to End Alzheimer's."



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



**1896 Riker Electric 3-Wheeler**



**August 2019-Moto Meter**