

# THE MOTO METER

CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: LOCAL.AACA.ORG/CEDARRAPIDS

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I really enjoyed the the club car show. It was good to see the number of members cars there. I think the regular Thursday night cruise-in hurt our attendance. I like cruise-in's as they are free and you can come and go as you please and most are right here in town. The order of Thursdays cruise-ins are: First, Palo Green Space (area behind the bank); Second, Yogis 260 Welter Dr. Monticello; Third, Classic Enterprises, 250 Classic Car Ct.; Fourth, Godfathers on 16 Ave; Fifth, Hope Church on Bowling St.

I also like the one on the 4th Friday in Coralville at the Coral Ridge Mall. That one often has 150 to 250 cars. If you want information on car shows and cruise-ins send an e-mail to [nomander57@hotmail.com](mailto:nomander57@hotmail.com) and just ask to be put on his mailing list. This weekly list has Iowa, some Illinois, some Mo. It covers about a 100 mile radius. A lot of car shows.

Hope to see you cruisin,'  
President Al Meeker

## FRED TEMPLER



Fred Templer, 87, died Sunday, June 25, 2017. Funeral Mass was held on Monday, July 3 at St. Jude's Catholic Church. Fred is survived by his wife of over 61 years, Doris Jeanne; his children Shareen "Sherry" Melvin (John Kaylor), Clyde Melvin (Sue Mihal), Debra Schoneman (Kirk Schatzle), Pam (Doug) Mollenhauer and Gene Templer. He enjoyed fishing, hunting, camping, working on classic cars – including Model A's, and most of all spending time with his family. He was an active member of the AACA Car Club and the Hawk A Model A Ford Club. Fred WILL BE MISSED at the Model A tech sessions; he had a way of making things simple to understand. His memory of CRAACA history and constitution was often called upon by officers. Our thoughts and prayers are with Fred's family. He will be missed by all of us.



1961 Chrysler 300G

## JON'S CORNER

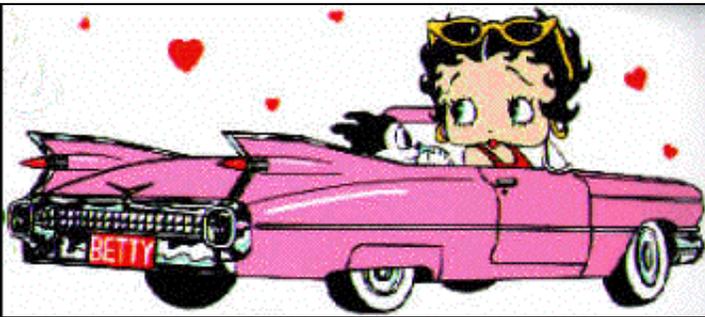
1. In what year was the first use of vinyl used in convertible tops?
2. What was the make of the car that won the first Indianapolis 500 race?
3. In what year was the first Glidden Tour run?

## ULTIMATE MYSTERY



What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?

*(1970 Gremlin, AMC)*



### Twin Rivers Tour

**Refer to page 12 for additional information concerning the tour.**

### TRIVIA QUESTION

What's the most memorable vehicle produced in the Kansas City area?

*(find the answer on page 11)*

## LEGAL DISCLAIMER

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## HISTORICAL VEHICLE



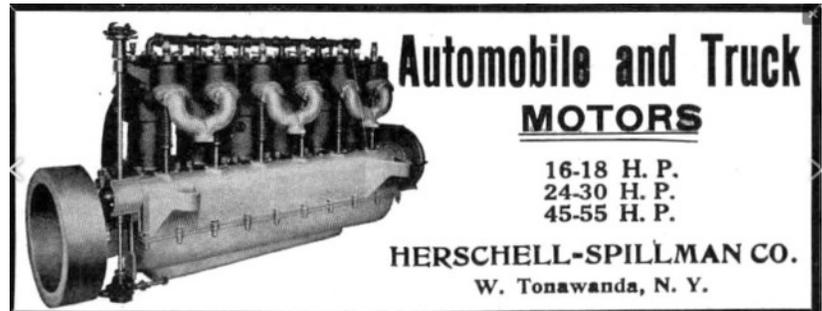
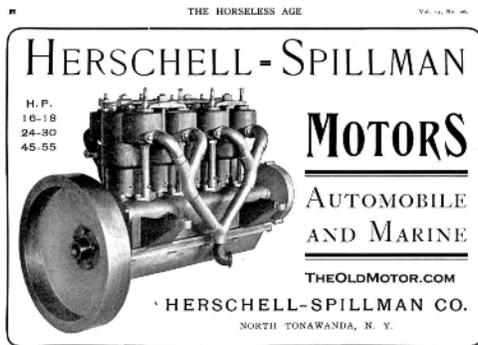
### 1964 DKW F12 Sedan

In 1919, Danish engineer Jørgen Skafte Rasmussen made a two-stroke toy engine, called Des Knaben Wunsch – “the boy’s desire.” This eventually led to motorcycle and automobile production. DKW cars were made from 1928 until 1966 and always used two-stroke engines. The first DKW car, the small and rather crude Type P, emerged in 1928 and the model continued to be built at the company’s Berlin plant, until 1931. More significant was a series of inexpensive cars built in Zwickau in the plant acquired by the company’s owner in 1928 when he had become the majority owner in Audi Werke AG. (In 1932, DKW was merged with Audi, Horch and Wanderer to form Auto Union). Models F1 to F8 were built between 1931 and 1942, with successor models reappearing after the end of the war in 1945. They were the first volume production cars in Europe with front wheel drive, and were powered by transversely mounted two-cylinder two-stroke engines. Their first post-war car was the F89 using the body from the prototype F9 made before the war and the two-cylinder two stroke engine from the last F8. Production went on until it was replaced by the successful three cylinder engine that came with the F91. The F91 was in production 1953–1955, and was replaced by the larger F93 in 1956. The F91 and F93 had 900 cc three-cylinder two-stroke engines. A more successful range of cars was introduced in 1959, the Junior/F12 series based on a modern concept from the late 1950s. The range consist of Junior made from 1959 to 1961, Junior de Luxe from 1961 to 1963, F1 and F12 from 1963 to 1965. The last DKW was the F102, coming into production in 1964. However, the F102 sold poorly. It was re-engineered with a four-stroke engine and relaunched under the resurrected Audi brand as the F103. The transition to four stroke engines marked the end of the DKW marque for cars, and the rebirth of the Audi name.

*The Owners Manual, Venice Fl.*

# Herschell-Spillman Company and Herschell-Spillman Engines

With the coming of the gasoline engine, the Herschell-Spillman Company formed a division which manufactured automobile engines for makers of assembled cars.



The early engines that are seen above shared features also used on many of the Thomas-Flyer and Pierce-Arrow power plants of the time. Since all three companies were within a few miles of each other, there probably was some cross-pollinating going on with the comings and goings of engineers and designers between the three companies.

The part of the Herschell-Spillman Company that produced engines would continue to do business after car production ceased in 1907, but it is not clear at this point if Herschell or the Spillman family owned the company. In 1919, the name of this division was changed to the Herschell Spillman Motor Company.

Over the years that the engines were built by the firm (1901-1924), as many as 60 auto and truck and fire engine makers worldwide would choose these power plants for their vehicles. The company also introduced its own V-8 engine in the teens that went on to be used in high-quality cars such as the Peerless, the Daniels and others. In later years, they produced a wide array of four and six cylinder engines of all types, as well as engines for Ahrens-Fox and other fire truck makers. During WWI, Liberty engines were built at the factory under license.

The early Spillman engines being of the T-Head design sophisticated power plants utilizing separate crank-case and cylinder/head castings. Intake and exhaust valves were on the opposite sides of the combustion chamber. Viewed from the front, the combustion chamber resembled a "T". The engine required two camshafts, one to operate the intake and one to operate the exhaust valves. The four cylinder engines boasted "5 3/4" bore and 6 1/2" stroke, developing peak horse power of 55 @ 1200 RPM. That is not much higher than an idle speed of today's high revving engines.

Under pressure from Cadillac, Spillman committed to providing them with a V-8. In November of 1914 Spillman announced that it had designed and built an eight cylinder V-type engine for automobile use. Ed and his staff went from drawing board to the test stand in an incredible four and a half weeks! This was at a time when slide rulers and lead pencils were the "state of the art" for mechanical engineers. The engine had a 90 degree configuration with a quick action rocker-arm tappet mechanism and staggered cylinder banks to accommodate the innovative side-by-side connecting rod placement. Other V-type engines used forked rod ends and double concentric crank pin bearings, a much weaker and more complex design.

The early development of gasoline powered automobiles gave rise to numerous suppliers and associated industries. As demand increased, larger scale factories pioneered by the likes of R.E. Olds, Henry Ford and William C. Durant began to dominate the manufacturing landscape. During the period of 1917 to 1924, automobiles sales leveled off.

*(Continued on page 4)*

# REGION NEWS & INFORMATION

## July 6, 2017 CEDAR RAPIDS REGION AACA MEETING

No minutes because the meeting was superceded by the successful car show in the parking lot at the Hiawatha Community Center.

*(Continued from page 3)*

Many independent car makers either folded or merged with stronger companies.

The recession of the early 20's crippled many more to the point of bankruptcy. For the Hershell-Spillman Motor company, the handwriting was on the wall. By 1924, it joined the long list of parts suppliers in bankruptcy. The engine building facility was shut down and the company refocused on the still lucrative amusement ride market. Two main buildings still stand. They have been converted to loft apartments with an upscale restaurant in the old machine shop.

After almost a century since the factory produce its last engine, precious little remains of what was one of the most prolific and well-known builders of quality gasoline engines in the North East.

A few early automobiles, perhaps a vintage airplane or two, but no motorboats still exist that used the Hershell-Spillman engines.

That leaves the Hershell-Spillman Motor Company as the "phantom of the brass era."

After the motor company division fell into bankruptcy, Allen went back to the amusement park rides.

Over the years the Allan Herschell Company expanded its line of amusement park rides and pioneered such concepts as "Kiddieland," a specialized group of rides designed for small children. It also introduced adult thrill rides such as the Twister, the Hurricane, and the Sky Wheel, a double Ferris wheel nearly 90 feet tall. Much of this growth occurred under the ownership of John Wendler and his family, starting in the 1930's.

The Company maintained its North Tonawanda operation until the late 1950's, when it moved to Buffalo. It continued as a locally owned firm until it was sold in the early 1970's to Chance Manufacturing of Wichita, Kansas, a rival maker of amusement rides.

*Open Source Internet and HCCA Library*

*The Herschell Carrousel Factory Museum, operated by the Carousel Society of the Niagara Frontier, is a premier national historic site and community resource for family recreation and learning that fosters an appreciation for the unique heritage of the carousel and related industries in the Niagara Region.*



# THE FABULOUS 4 DOORS

Everybody knows that the coolest cars on earth are two-door coupes and convertibles, right? Think any Corvette, Mustangs, early T-Birds, GTOs from two continents, Camaros... even the '57 Chevy is most iconic as a convertible or hardtop. That's the rule anyway: "A rule is not a rule unless there is an exception." Well, in this case, there are a handful of gorgeous, sexy and very desirable four-door exceptions, all of which have become cars for the ages.

In the early days of the auto industry, open cars were the norm. With the advent of safety glass, closed cars became more popular and safer, but four doors remained the most expensive models to build, while their fixed roofs added weight but did little to improve structural integrity. And because they were more expensive to build, they also cost more, which meant they didn't sell well. It wasn't until the 1940's that sedans became more affordable, thanks to new technology and improved production techniques.

With few exceptions, early four-doors tended to be strong on stodgy and weak on glamour compared to their two-door or open counterparts.

## **Hudson Hornet**

Sometimes a car is greater than the sum of its parts, and the Hudson Hornet is a perfect illustration. Power came from a big L-head six at a time when the latest and greatest were running overhead-valve V-8s. It was sleek and low, but the only real standout feature was the lower frame that dropped the car's center of gravity and endowed the Hornet with better handling than its contemporaries. The feature also gave the company's marketing men something to latch onto, and these cars became known as the "Step Down Hudsons."

It didn't hurt that the Hornet was a great looking car, but with design engineer Frank Spring — formerly of the Walter M. Murphy Company — involved, it was to be expected. The Hornet came along in 1951, but it really wasn't a new design at all. Based on the Commodore chassis and body, it used the tried and true 308-cid L-head six mated to a three-speed manual transmission. As originally introduced, horsepower was rated at 145, but with the "Twin H-Power" dual carburetor package that was optional in 1951 and standard the following year, 170 horsepower was on tap, along with prodigious torque; with minor tuning, output could top 200 horsepower. On the street it was a quick, comfortable and luxurious family car for the upper middle class. However, in slightly lighter two-door form — and it was already lighter than the competition — for several years the Hornet ruled the NASCAR circuit in the hands of drivers including Marshall Teague, Herb Thomas and Tim Flock, earning the moniker "The Fabulous Hudson Hornet." Today, the two-doors and convertibles are the most coveted, and the most costly. But for relatively small change these handsome four-doors offer the same basic styling, power, handling and ruggedness of the cars that owned the speedways in the early days of NASCAR (the Hudson Hornet was used in the Disney animation movie "CARS").

## **Tucker 48**

According to Phil Egan, who was part of the Tucker design team, "The Tucker 48 should present a striking visage as it approached and a dramatic impression as it passed." There's no question that the big and beautiful Tucker makes an impression from every angle and at every speed. To many, it's the "coolest" four-door ever. And based on the prices that some very significant collectors have paid in recent years, it certainly has to be in the pantheon of sedans.

The engine slung out back was a 334.1-cid horizontally opposed six, derived from a helicopter unit and built by Air-cooled Motors, though it was converted to liquid cooling. Rated at 166 horsepower at a low 3,200 rpm, it compared favorably to the 160 horsepower of the overhead-valve V-8 that Cadillac introduced the following year. Sadly, fragile finances, combined with a federal investigation for stock fraud, ultimately derailed Tucker's dream, but not before 51 cars were built.

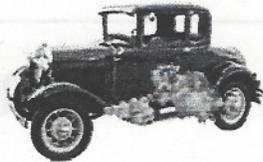
Next month the two more cars will be covered.

*Source: Open Internet and Hagerty*

## AACA TOURING

Below is a copy of the tour report that the Model A group took in May that was coordinated by Lee & Denise Votroubek. Those of you who belong to the Model A club found this tour reflection in your newsletter.

Their editor has come up with a section they call "THE TOUR CORNER." We would like to print similar reports on our tours. Many of us can not go on the AACA tours and would enjoy reading about what was seen or done. We reprint this as an example of what we would like to put in our newsletter about our tours.



## Tour Corner

Page 3

### **We had a great time in May & June and here's what you missed if you didn't come!**

**Date: May 13, 2017**

**Tour Coordinators: Lee & Denise Votroubek**

**Location: Backbone State Park**

#### Reflecting on the Tour to Backbone State Park

Saturday morning May 13<sup>th</sup> was the start to an absolute beautiful day. The Cedar Rapids Model A members met at the Marion HyVee. The group was instructed that we would divide into 2 groups since there were so many of us. So, at 8:50 the tour began. We headed north out of the HyVee parking lot and turned onto 29<sup>th</sup> Ave over to Hwy 13 where we were met with the Marion Police guiding us safely onto Hwy 13. At Coggon we took the county roads to Backbone. There were a few minor car problems, but in time everyone made it to the park. As we waited for the Waterloo group to arrive we had time to realize the stunning beauty of the park and how blessed we were for a beautiful day. Our food arrived before the Waterloo group arrived, we made sure that there was enough for everyone. The food was great and the pies were delicious. A lot of wonderful conversation going on for our first tour of the season. At 1pm we went through the CCC museum. Backbone was the first state park built in Iowa by the CCC. It was very interesting and I encourage others to spend time there. After the museum we headed for Manchester for an ice cream stop at the Dairy Queen and then we headed for home.

In all we had 26 Model A's and 56 people on the tour. There were some car problems going home, but again everyone made it safely.

We thank you for joining us,  
Lee & Denise Votroubek

We already have a section in our newsletter listing the tours for the summer. Neal /Karen Rohlena & others have done a great job on describing what the TWIN RIVERS tour activities will be. But a simple reflection of the tour and cars that attended like above would be appreciated from those of us who were unable to attend the tour.. Everybody has smart phones with a camera - so take some pictures of the members and the cars. Our Newsletter is on the web page & local businesses - if people see that club is active with fun tours we might attract new members. I see a lot of classic cars on the street by people who are not in our club.

The Editor

# ACTIVITIES AND EVENTS

## 2017 REGION CALENDAR

### Social Night

August 7, 2017 DQ, Johnson Ave  
Sept 11, 2017 DQ, Fairfax  
Oct 9, 2017 Saucy, Edgewood  
Nov 6, 2017 Starlite  
December 11, 2017 TBD  
Social Night starts at 6:00 PM.

### Business meeting

**August 10, 2017**  
September 7, 2017  
October 5, 2017  
November 2, 2017  
December 7, 2017 - Christmas Party  
All meetings will start at 7:00 PM  
-Hiawatha Com. Center

**NOTE:Date of August Meeting!!**

### Board Meetings

August 17, 2017 Bandanas Town & Country  
Sept 21, 2017 Leonardos  
Oct 19, 2017 Starlite  
Nov 16, 2017 Culvers, Hiawatha

Dec, 2017 No Meeting  
All meetings will start at 6:00 PM

### Special Events

August 12, 2017 - Lawn Party at Auterman's. Gather at 3:00; eat at 5:00. Meat/drink provided. Bring 2 dishes to share, table service, lawn chairs.

October 4-7, 2017 - Eastern Fall Meet, Hershey Region, Hershey, PA

### 2017 Treats Schedule

August - Marge and Frank Reynolds  
September - Dan and Judy Ortz, Karen & Neil Rohlena  
October -  
November - Lee and Denise Votroubek  
December - Christmas Party

### TOOLS

I have a collection of tools, tools that I have purchased, tools that I inherited from my dad, tools that I bought at garage sales or swap meets. Some of them I have never used, others, well, I constantly find my self reaching for. In the next several issue I will describe some the tools every garage should have.

### BATTERY CARRIER

The battery is naturally heavy and clumsy, usually located in a location that forces one to contort in a position that the body wasn't designed for. For instance, the Model A battery under the front floor panel. The clamp style is better balanced and more secure than the old style strap carrier. Cost: about \$15.00 dollars online.



Picture: Open Source Internet

### JON'S ANSWERS

1. First use of vinyl for convertible tops was 1954.
2. Marmon Wasp in the year 1911.
3. Charles Glidden sponsored the first tour in 1905.

## WHISKEY MEN AND WHISKEY MACHINES

They were dogs. Good ol' Southern boys just trying to scratch out a living. Tom Wolfe even christened one of them — NASCAR prodigy Junior Johnson — as “The Last Great American Hero” back in his now famous 1964 Esquire cover story. Their trade was moonshine (called “white lightning,” “mountain dew” or “white whiskey”). The people who produced and transported the stuff and the cars they drove have become cultural heroes, inspiring early stock car racing and, eventually, NASCAR. Moonshine runners provided one of the first business reasons for a performance car. Your ability to make a living and stay out of jail was directly related to the performance of your car, especially carrying a full load of whiskey.

“Moonshiners put more time, energy, thought and love into their cars than any racers ever will,” said Johnson, quoted by Neal Thompson in *Driving with the Devil*. “Lose on the track and you go home. Lose with a load of whiskey and you go to jail.”

Ray Parks of Dawsonville, Georgia, was one of the first to make moonshine running a big business, making runs with a fleet of cars from northern Georgia to the Atlanta area. He became one of the more influential people behind NASCAR, along with Bill France, Sr. While many of the famous old practitioners like Parks, Red Vogt, Red Byron, Roy Hall and Lloyd Seay are now gone, Junior Johnson is still with us.

Johnson, now 83, didn't need Tom Wolfe to put him on the map. He was one of the pioneers of modern NASCAR racing and is credited with the invention of drafting in winning the 1960 Daytona 500 in his Chevy. Even though he never won a championship, he won 50 races before retiring in 1966. He is listed among NASCAR's 50 greatest drivers and later became a championship-winning team owner.

Junior, named after his dad (Robert Glenn Johnson, Sr.) got started in the backwoods of North Carolina. Johnson Sr. ran a large-scale whiskey business and Junior worked mainly as a runner. In that part of the country, if you didn't make whiskey, you didn't have bread to put on the table. His father provided for 10 other families.

Junior taught himself how to drive when he was 10 or 11. His dad gave him a farm truck and he'd drive it up and down the dirt roads. He kept driving it until he got to know what he needed to know until he became a good driver like his dad.

Junior played around in a pasture until he learned how to make a car do anything he wanted. They raced on the old dirt roads. He got himself a '34 Ford and went over there and ran around in it. By the time he was 14, he was pretty talented, learning what the reaction of the car would be to whatever he did. That ability it stuck with him over the years. With Junior's driving skill proven, Johnson Sr.

didn't hesitate to put him out on the road at night with a full load of whiskey. Like most runners, Junior would run a Ford flathead V-8 in a '40 Ford with lots of modifications.

“The revenuers didn't have any fast cars, so they'd do things like block a highway or a bridge,” Johnson says. They'd have these two cars coming at you. You had to figure out some way to turn around in a hurry.”

Johnson modified his cars with a switch to shut off one of the rear brakes so he could do a smooth 180-degree turn on the fly. Once the revenuers gave chase there were a lot of places where he could duck them.

Johnson stated that he tried to figure out how to dodge them and would run off the road through a driveway or run through somebody's yard to get by them and not get caught. Sometimes the revenuers would chicken out because they didn't want to get hurt.

Johnson became an expert in building great liquor cars. Starting with the engines, he began ordering Edelbrock parts through a distributor in North Carolina where he could buy parts that would make a car a lot faster than anything on the road. It was a learning curve for racing. He adapted a lot of the technology from his liquor cars to his race cars and won a lot of races.

When it came to suspensions, Johnson went to heavy-duty pickups for the right components. He found that a one-ton pickup had heavier wheels and axles, and he would adapt all that stuff over to the Ford car. Johnson said, “That would give me springs like a loaded truck. It drove as good loaded as it did empty. It just rode really rough when it was empty because the springs were so strong. But it was a pretty good combination to have the big brakes, big springs, sway bars and wheels.”

Johnson also used eight-ply pickup tires that would carry the heavier loads. And a load it was. Johnson said, “We carried as much as 120 gallons (905 pounds plus) in half-gallon glass containers. A '40 Ford coupe would haul 22 cases. That included five cases in the front seat with you. That helped balance the car by getting the weight as close to the front wheels as possible.

He had red lights and sirens on his car. The siren was used to get around traffic. But there were also times that he didn't need any lights. Sometimes the moon was so bright on the clear nights that one could see just like it was daylight with the lights off.

*(Continued On Page 9)*

*Open Source Internet and Hagerty*

(Continued From page 8)

Johnson was never caught on the road, but he was eventually arrested during a raid at his dad's still. He had just started racing and had raced at Altamont, New York. Driving all night long to get back to North Carolina he found that his dad needed help firing up the still before daylight. Unbeknownst to him, the revenuers had found the still and they had 18 guys surrounding it. He had a shovel of coal and was about to put it into the fire when somebody jumped him. He threw the coal in his face, but was subdued by a bunch of revenuers who must have felt like they had hit the jackpot since they could never catch him on the road.

Johnson ended up serving two years at a prison in Chillicothe, Ohio, but that wasn't the end of his whiskey running because he went back and stayed in it for 10 to 15 years more. But this time, he went big-time and transported whole semis of liquor to large cities like Philadelphia.

Ray Evernham also knows a thing or two about building a good whiskey car. He owns an original whiskey-running 1940 Ford, perhaps the car most identified with the trade. It was found it on a northern Alabama farm near the Georgia border. It had no running gear and the whole thing had been butchered. The key thing was the whole back of the car was cut out all the way to the front seat so that cases of moonshine would fit easily. The car was left original with the addition of a flathead V-8 and a three-speed transmission. It looks like a rat rod.

According to Evernham, a good whiskey car is the same as a good race car—horsepower, proper gears, proper springs and suspension setup. Unlike a race car, it had to have hidden lights for backing up to the stills in the woods and a shutoff switch to turn off the taillights or the brake lights when being chased.

Whiskey cars evolved greatly over the years. In the early days, runners wanted horsepower, so a lot of them started with flathead Ford V-8s. In the search for more power, they started adding carburetors and manifolds.

As more powerful overhead-valve V-8s came out in the late 40s, the runners started looking at Cadillacs and Buicks. Cadillac ambulances were so highly sought after that if one of those got junked, the moonshiners would come running. According to Evernham, besides heavy-duty truck tires and wider ambulance tires, they also installed Columbia overdrive two-speed rear ends that could handle both the dirt and the highway.

Evernham echoes Junior Johnson's claims about creative suspensions to handle with a heavy load. One of the tricks was to make your whiskey car look as stock as possible. "They needed to put springs in the back, but they couldn't look all jacked up, too. Some guys installed two sets of springs, the second one called a 'bootleg spring,' kind of

like a garage door spring. It ran left to right instead of front to back and could be activated when needed."

"As time went on in the 1950s," Evernham says, "the runners started using the big Chryslers with Hemi engines and then big Ford Galaxies and what not in the early 1960's. Some guys intentionally ran really plain-looking cars — big four-door Buicks or Chryslers so they would look like traveling salesmen."

So how much of what the moonshiners did really translates to the race track? "Just about 100 percent," Evernham says. "You've got to remember that the bootleggers used to run cars down the highway, but then they decided to run them around dirt ovals so their friends could watch and see who was the best driver and who had the fastest car. We have one of these field-racing cars, which was the missing link between the moonshine cars and early stock cars. So yes, what we learned from the bootleggers was transferred right into what we did in NASCAR. I have a passion for that history because these guys invented a lot of things."

Evernham says he hopes people will continue to record these stories, because moonshine running is a part of NASCAR history and American culture. "I get that it was breaking the law," he says. "You can't say it was a victimless crime, because there were victims. But from a mechanical side, the guys who built and maintained those cars were really smart. And little did they know at the time what kind of fruit their labor would bear on the super speedways of America."

### Grandpa Jubj

During the Great Depression, Grandpa ran a small country store that sold groceries, gasoline and other goods. It was located on a "Y" intersection. The east road lead to Bartlesville, Oklahoma, the south bound road led to Pawhuska, Oklahoma, and the north bound road took you to Sedan, Kansas. The store was located on the Osage Indian reservation. Times were tough during the Great Depression and to make ends meet Grandpa had a corn mash still located deep in the black Jack forest of the Osage Hills. Grandpa ran whiskey to different towns, but mostly supplied the local market in Bartlesville & Pawhuska, Oklahoma. A lot of his customers were Osage Indians and the rough neck oil field workers.

Grandpa sold his whiskey in pint jars. My dad told me that Grandpa was known to have the smoothest whiskey. It was clear as water and had a very light blue tint when held up in the sun light. When lit you could not see the flame.

The revenuers would stop by unannounced but never caught him and they never found the still. Grandpa continued to make whiskey until he found work in the oil patch. Before my dad died, he gave me the hand drawn layout of the still and Grandpa's corn mash recipe. *dav*

# Classifieds

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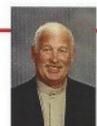
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## TRIVIA ANSWER

*No, it's not the Smith Automobile Company's Veracity. Smith or Great Smith, which were made between 1902 and 1912 in nearby Topoka. Nor the Stafford, which was built from 1908 to 1915. It's the Ford F-series pickup truck, which has been produced in Kansas City, Missouri, since 1957. Ford's assembly association with the area dates back to 1913, while GM established its KC manufacturing presence (Kansas) during the 1920s.*

## SPECIAL NOTICE

### Tips for leaving for the Twin Rivers Tour 2017

1. We will meet on Monday, July 31, 2017 at the 33<sup>rd</sup> Avenue Perkins
2. We will leave promptly at 7:30 AM.
3. Casual attire is fine on the trip for all other activities.
4. The first day lunch will be at a restaurant that has been reserved for us.
5. Bring a folding chair per person for activities.

See You Soon!

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



August 2017 - Moto Meter