



# 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

AUGUST 2018

Vol. 55-8

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Judy Ortiz

### PRESIDENTS RAMBLINGS

Sorry for missing the club meeting on the fifth of July. We had week long company from California, Indiana, and Florida with three grandchildren under 10 years old. Fun but very busy.

I hope the weather breaks soon. I used to do hard work outside in this heat when I was younger but now I don't care to. Our Swap Meet is a little over two months away. We need to start thinking about what we each can do to help. Start with wishing, hoping, and praying for really good weather.

We hope to see you on a tour or a car show this summer. Happy Trails

President  
Al Meeker

### JON'S CORNER

1. In what year was the last Graham-Paige produced?
2. Who was the founder of the Perfect Circle Piston Ring Company?
3. Where was the Mason Motor Company located?

(Answers on page 10)

### TRIVIA QUESTION

When did the "Corvair" designation first appear?  
(Answer on page 10)

#### A KEEPER

*I grew up with practical parents. A mother, God love her, who washed aluminum foil after she cooked in it, then reused it. She was the original recycle queen before they had a name for it. A father who was happier getting old shoes fixed than buying new ones.*

*Their marriage was good, their dreams focused. Their best friends lived barely a wave away.*

*I can see them now, Dad in trousers, tee shirt and a hat and Mom in a house dress, lawn mower in one hand, and dishtowel in the other. It was the time for fixing things. A curtain rod, the kitchen radio, screen door, the oven door, the hem in a dress. Things we keep.*

*It was a way of life, and sometimes it made me crazy. All that re-fixing, eating, renewing. I wanted just once to be wasteful. Waste meant affluence. Throwing things away meant you knew there'd always be more.*

(Continued on page 10)



# REGION NEWS & INFORMATION

## July 5, 2018 CEDAR RAPIDS REGION AACA MEETING

Meeting was called to order by Co-President Judy Ortz leading the Club in the Pledge of Alliance to the Flag.

Carl Ohrt said his son retired from the Marshalltown Police Force.

There were no new illnesses or anniversaries

Carl Ortz, Sue Melvin, Joan Auterman and Barbara Waterhouse Miller had birthdays.

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

Sylvia Copler read the Treasurer's report. Pete Bischoff made a motion to approve the report as read. Marge Reynolds seconded the motion. Motion carried

Judy Ortz said there were Club By-Laws if anyone wanted them.

Sharon Schminke is planning a trip on Friday September 14, 2018.

Denise Votroubek is planning a tour for August 7, 2018. Scotts for lunch at noon and then we will visit Bob and Carol Schillig at Keystone Place, Doris Templer at Meadow View, Neil and Karen Rohlena at the Gardens in Fairfax and Shirley Votroubek and Alice Barker at Heritage and then on to Ely for ice cream.

Jon Reynolds may plan a bus tour in the fall for Hickory Corner, MI

Lee Votroubek will take over for Donna Meeks for the advertisement for the swap meet in October.

There were 20 people at the Ely picnic.

Pete Jurgens will go on the October Honor Flight

The Buick Club will be having a meet July 19-21 at the Marriot Hotel on Collins Road in Cedar Rapids.

Cruise night will be at the Chrome Horse at NewBo next Monday.

Buy, Sell and Trade was conducted by Pete Bischoff.

Pete Jurgens made a motion to adjourn. Jan Wenger seconded the motion.

Lee Votrobuek told about the History of the CRAACA Club after adjournment.

Secretary, Jeri Stout

# ACTIVITIES AND EVENTS

## 2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<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>August- 2</p> <p>September 6</p> <p>October 4</p> <p>November 1</p> <p>All meetings will start at 7:00 PM</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>
	<p><b>Car Tours/Car Shows</b></p> <p><b>CRRAACA Car Tours/Cruise In</b></p> <p>1<sup>st</sup> Thursday, Palo, Iowa Greenspace (Behind the Bank) July 5, Aug. 2 &amp; Sept. 6</p> <p>2<sup>nd</sup> Thursday (New) Prairie Hill Pavillion 5680, July 12, Aug. 9 and Sept 13</p>	
<p><b>Special Events</b></p>	<p>3<sup>rd</sup> Thursday, Duffy's Classic Enterprises 250 Classic Car Ct. SW July 19, Aug. 16 Sept. 20</p> <p>4<sup>th</sup> Thursday, (New) Hope Lutheran Church, 2736 Bowling Street, July 26, Aug.23, Sept 27</p>	<p><b>Treats Schedule</b></p>
<p><b>July 28, 2018 (New Event)</b>  <b>Model T Days</b>            Meet at: Dale Lynch            4730 Rapid Creek Rk N.E., Iowa City, Iowa            Time:10 AM</p> <p><b>August 11, 2018</b>  <b>Lawn party at Tom &amp; Joan Auterman</b>            Arrival: 3;00 PM            Eat @ 5:00PM            Meat/Drinks provided            Bring table service and one dish.</p> <p>August 18, 2018  <b>Model A Days</b>            Amana, Iowa            Hawk Eye Model A Club</p> <p><b>CRRAACA Fall Swap Meet</b>            October 20, 2018</p> <p><b>Fall Banquet</b>            Date: TBD</p> <p><b>Christmas Party</b>            Date: December 6, 2018</p>	<p><b>Tour August 2-See Page 10 for more information</b></p> <p><b>One Day Tour</b>  <b>Date:September 14th</b>  <b>Time: 9:00 AM</b>  <b>Departure: Freddie's parking lot on Blairs Ferry Rd.</b>            Points of Interest: The Barn-Shellsburg, Lunch @Divine Decadence-Shellsburg            Nielsons Honey Farm, Schanbachers            Cows milked by robots</p>	<p>Aug. 2018 Lee/Denise Votroubek</p> <p>Sept. 2018 Dan &amp; Judy Ortz/Karen &amp; Neil Rohlena</p> <p>Oct. 2018 Harry &amp; Jane Hawley</p> <p>Nov. 2018 David/Brenda Juby</p> <p>Dec. 2018 Pete &amp; Pat Bischoff</p>

# HISTORICAL VEHICLE'S

## 1931 Hupmobile Century Phaeton

<b>Engine</b>	
Configuration	I-8
Location	Front
Displacement	240 Cu In
Bore	2.875 In
Stroke	4.625 In
Valvetrain	16 Valves / SV
Carburetor	Single Downdraft
Cooling	Liquid
Power	90 HP
Compression	5.2 / 1
Torque	? Ft Lbs
<b>Drivetrain</b>	
Transmission	3 Speed Manual
Drive	Rear Wheel
<b>Dimensions</b>	
Wheelbase	118 In
Front Track	58 In
Rear Track	61 In
Length	? In
Width	? In
Height	? In
Weight	3150 Lbs
<b>Wheels &amp; Tires</b>	
Wheels	19 In
Tires	5.5 x 19



The 4-cylinder Hupmobile was one of America's most popular automobiles in the 1910's and early 1920's. However, a strategy to make the Hupmobile a larger, more expensive car began with the 1925 introduction of an 8-cylinder model, followed by the elimination of the 4-cylinder Hupmobile after 1925 and the addition of a 6-cylinder model.

The move was initially successful, but eventually led to Hupp's downfall. While aiming for a more lucrative market segment, Hupp turned its back on its established clientele. This was the same mistake that many other medium-priced carmakers made during this time. In an attempt to capture every possible sale, they offered many different models. With Hupmobile's low production volume, the result was that no model could be produced in sufficient quantity to achieve economy of scale. This 1931 Hupmobile Century Phaeton is a prime example of these larger and more expensive Hupmobiles. Only 435 production Darrins and six prototypes were built.

Crumbling corporate finances caused Kaiser to terminate the Program.

*"The Owners Manual, Venice, Florida"*



## REFINED CARRIAGES

### The Steam Car Dream

After pestering F. O. Stanley for several months, a man named Methot from Boston managed to buy Stanley's car for \$600. Stanley, knowing that he could build a better car at any time, accepted the offer. Up to that time there had been no thought of manufacturing the steamers for sale, but after F. E Stanley had demonstrated a car at the 1898 Boston Automobile Show, 200 orders flooded in.

The brothers took over a bankrupt cycle works next to their dryplate factory and equipped it for production. But the fame of their products spread rapidly: only one of the two hundred cars was complete when John Brisben Walker, publisher of the *Cosmopolitan* magazine, offered to buy the entire Stanley automobile company, and asked the brothers to name their price.

To scare him off they told him that they wanted \$250,000.

That was exactly the figure he had in mind, a quarter of a million, and wrote out a \$500 cheque as a deposit.

Walker subsequently sold a half-share in the business to one Amzi Lorenzo Barber. Within a fortnight the partners had disagreed and separated. Walker's half of the business became the Mobile Company of America; Barber's the Locomobile Company of America. The products of both companies were virtually identical, but it was the Locomobile which enjoyed the greatest success. It was the first volume-produced car, and by 1902 the company claimed to have produced half the 8,000 motor cars then running in the United States, and to operate the largest and most modern steam automobile factory in the world. The companies' claims for its products were no less impressive: 'The art of operating the "Locomobile" is easily and quickly mastered by a man or woman of fair intelligence, and a few hours' instruction for a couple of days will give a full comprehension of the carriage, and its operation in every way.'

The claim made for the "Locomobile" carriage was that it had no equal on the world's markets. But the truth was not quite up to the publicity. While the "Locomobile" was a creditable effort for a car built as a hobby, it was not really up to the rigors of everyday motoring.

However, there was little hope of the "Locomobile's" inherent faults being rectified, as the Stanleys' connection with the company was in name only. They were busy developing an improved model which they planned to produce under their own name when they were free from their contractual obligation not to produce steam cars in opposition to Locomobile (the specified period was only a year!) and were not interested in revising an already outmoded design.

Locomobile gave up the steam car for petrol in 1903 and the Stanleys bought back their own manufacturing rights for a mere \$20,000 (they were paid \$250,000 for their patent rights from Mr. Walker a year earlier). They promptly granted licence to use two of their patents to the White Company for \$15,000: a factory, their patents, and a quarter of a million dollars-not bad for \$5,000.

Furthermore, the Stanleys preserved their good name through the Locomobile affair-other companies inspired by the runaway sales of the "Locomobile," had tried to cash in by producing Chinese copies of that little steamer. Among these were the Binney and Burnham, Brecht, Century, Conrad, Covert, Eclipse, Foster, Geneva, Grout, Howard, Hudson, Kensington, Milwaukee, Prescott, Reading, Richmond, Rochester, Skene, Stearns and Sunset automobile companies. All were doomed to early deaths, few lingering on into 1905, save for those who changed their horse-power in midstream and went over to internal combustion.

*Excerpts from Steam on the Road by David Burgess Wiss*

*(Continued next month)*

# The Tool Box

Wayne Carini is another author that I follow on a regular basis and watch his “Chasing Classic Cars” TV show on the Velocity Channel. This particular article brought back memories when my dad took me to Sears to buy my first tool box. I was 14 years old. I still have that gray toolbox and the tools that I bought at the the time. Although I have lost some of the wrenches and screwdrivers, I still have the 3/8 inch and 1/4 inch ratchets and various SAE/Metric sockets in well used condition. Do you remember your first toolbox?

## Wayne Carini

Until I was 12, I worked on my grandfather’s farm during the summers. That changed in 1964, when Dad wanted me to work full-time at his restoration ship until school started up again. He also made it clear that I’d need to get my own tools.

He gave me \$20, which I pooled with some of my own money. We headed over to Sears, where I’d often gazed at the gleaming displays of wrenches, ratchets, sockets, and screwdrivers. To be able to buy my own set of Craftsman tools was like being handed the keys to a candy store. I picked up top and bottom boxes, a couple of ratchets and sets of sockets, open-ended wrenches and screwdrivers-all for about \$85, which was a lot of cash in the mid-1960s. Everything was SAE. If we needed metric tools, we borrowed them from Candy Poole Sports Cars down the road.

Even though I couldn't drive yet, having my own tools was its own kind of independence. I didn’t have to ask permission to use them, I didn’t have to wipe them off, I didn’t have to put them away.

And I was always looking for more. My buddy Tommy and I still went to Sears almost every Saturday afternoon, whether we had money or not, just to browse the tools

One day that summer, there was a guy in the shop who was pin striping a Packard that Dad was restoring for a customer. He asked me if I wanted my red Craftsman toolboxes pin striped-for free. I couldn’t believe the offer, and I jumped at the chance. I followed that up with all kinds of stickers-for Isky cams, Edelbrock manifolds, Holley carburetors, and even surfboard shops.

Pretty soon I even had some custom tools. If Dad needed a shorter wrench or one with a funny bend in the handle, he’d reach into my toolbox and help himself. He’d modify the tool for the job and then put it back. I couldn’t imagine modifying his tools, but I didn’t mind at all. I liked that they had a specific purpose.

One summer when I was in high school a kid working for Dad asked me if he could share my tools. Boy, was I hesitant! It was one thing for Dad to use them but quite another for a stranger. But I’m so glad I said yes. After each use, he cleaned them and arranged them neatly in the box. My tools were never in better shape.

Once I got my driver’s license, tools became a status symbol. My friends and I were into cars, and we all drove around with tool boxes in our trunks. Everyone was always ready to fix whatever was broken. My traveling box was old and faded red, and I filled it with tools that were mostly battered discards. Having had a few British cars, I always had a lead hammer so I could take a wheel off or bang above the fuel pump to start it ticking again.

My favorite tool was a sturdy old Black & Decker buffer that I used to detail cars when I was in high school. I treated it well because it made me \$100 to \$150 a week.

A few years back, I went looking for my original toolboxes. Dad told me he threw them out a long time ago. Fortunately, he didn't get his hands on the red traveling toolbox, which now resides in the running-board box of my Bentley.

All the tools at my restoration shop are community property, and whenever something goes missing or we just need a new tool, I still enjoy a trip over to Sears, Home Depot or Harbor Freight-to browse and pick up whatever we need. At home it’s a different story; I have a set of Mac tools, and I’m the only one who touches them.

*(Source: Internet: Open Source)*

# ***BELLE'S WHEELS***

## ***Fashion for Misses & Girls: 1902***

Velvet, velveteen and corduroy for street costumes are considered especially smart for girls from eight to eighteen. For every age these are made quite simply. The only trimming allowed might be a gilt and black braid or fancy buttons.

For school wear blue serge or a mixed red and black chevrot, with stitched bands of black is more fashionable than either velveteen or corduroy. This season it is more fashionable for young girls to be dressed more simply than usual, except in the evening. Then their party gowns may be as elaborate as possible.

As a rule, young girls (until they are 18) wear the short coats in Eton, reefer or blouse-style. Some girls of 16 or 17, however, are wearing the Louis XV coat. The revers are white, trimmed with either gold or silver. The cuffs are of dark velvet, with full puffs of embroidered satin forming under sleeves

For evening wear young girls have usually worn long coats rather than cloaks. These are half-fitting with loose fronts, double-breasted and made warm with quilted linings or warm underlinings.

Crepe de Chine, Mousseline de sole, and all such fabrics are the smartest for party dresses for girls of all ages. There are also some of the daintiest white muslins made with lace insertion and tucks and hem-stitching.

The same rules apply to hats as it does to clothes

A girls hat should always be simple in effect. The rough beavers and corduroys are often worn for general wear. The velvet hats are best and smartest. A black hat looks good with everything. It may be trimmed with ostrich tips, but not with ostrich feathers. These feathers are too old in effect for younger girls.



*Harpers Bazar (February 1902)*

*The Delineator (April 1902)*

*The Delineator (August 1902)*

*The Delineator (October 1902)*

*The Delineator (November 1902)*

# Start Your Engines! Third Annual NRA Car & Truck Show

The return of autumn brings with it a bevy of traditions, like football on weekends, kids back in classrooms and pumpkin-flavored, well, everything. For those in the custom car community, fall brings along a new tradition to look forward to: the NRA Car & Truck Show at NRA Headquarters in Fairfax, Virginia.

Now in its third year, the NRA Car & Truck Show, scheduled for Sept. 24 from 9 a.m. to 3 p.m., returns bigger and better than ever. Michael Johns, the General Manager of the NRA Range and event organizer, said he expects up to 400 of the region's best antique, muscle and custom cars and trucks to roll into the expanded show area this year, drawing in thousands of enthusiasts.



The 2017 show will feature twice as many show spots for vehicles, as well as new vendors and sponsors, including Cabela's, 5.11 Tactical and American Muscle.

Special guest Dan Short, owner of FantomWorks and star of Discovery Network's Velocity Channel, will choose and award the first-ever "FantomWorks Best of Show" trophy to one deserving vehicle.

The excitement doesn't end with the hot rods and tricked-out trucks. Local firearms retailer and gunsmith 50 West Armory will conduct drawings for prizes during the show, and guests will be able to join or renew their NRA membership on site. Additionally, the NRA National Firearms Museum will offer free guided tours on the hour from 10 a.m. to 2 p.m., and guests can grab a bite at the NRA Café, which will be open throughout the duration of the show.

Johns said it's extremely important for owners who want to showcase their vehicle to pre-register as early as possible, as spaces are filling fast. Only pre-registered vehicle owners will have the chance to win one of 100 "swag bags" through random drawings.



All proceeds from registrations at the NRA Car & Truck Show support vital NRA programs, as well as next year's event. No pets are allowed, except for service animals, and guests must refrain from handling firearms on the property except inside the NRA Range in accordance with range rules. Alcoholic beverages are prohibited at the show.

Interested in showcasing your wheels at the NRA Car & Truck Show? Register by emailing Michael Johns at [mjohns@nrahq.org](mailto:mjohns@nrahq.org), with your

vehicle year, make, model and a photo.

*By Jason J. Brown, NRA Blog*



# The EMF Company

*(Continued from July 2018 Moto Meter Issue)*

## **EMF Bursts onto the Automotive Scene**

Untied in this venture were three of the most well-known men in the Detroit automobile industry: Barney Everitt, head of the Wayne Automobile Company; William Metzger, past sales manager of Cadillac and one of the founders of the Northern Motor Car Company; and Walter Flanders, who had recently resigned as head of production for the Ford Motor Company to take the same post at the Wayne Automobile Company. For years to come, the three men would be known as "The Big Three." The EMF company would be capitalized at \$1 million probably came at no big surprise considering the people involved.

## **EMF's First Born: The EMF 30**

The model upon which EMF would pin all its hopes was the intermediate-sized, intermediate-priced EMF 30. Architect of the EMF 30 was the enigmatic William Kelly, which probably surprised no one, inasmuch as William Kelly also was chief engineer for the Wayne Automobile company where the EMF 30 pilot model was engineered.

## **William Kelly: EMF Mystery Man**

William Kelly, who had engineered all Wayne Automobile Company products since the company was founded in 1903, had extremely close ties with Everitt and Metzger-this tended to place Kelly on the same pedestal as a Henry Ford in terms of his engineering background.

## **Bird's Eye View of the EMF 30**

The EMF 30 offered as much as, if not more, than other cars of its class, such as Buick, Cadillac, Oldsmobile, Maxwell, or Regal. Reports on the technical features of the EMF 30 already were being highlighted by the automotive press toward the end of July, 1908. The general consensus seemed to be that the company was introducing a superior product at a price much lower than would be expected.

The engine developed by Kelly was a four-cylinder engine (4 by 4.5 bore and stroke, 226 cubic inches), capable of producing 30 horsepower. The cylinders were cast in pairs, with water jackets cast integral and large mechanically operated valves extending along the left side of the block. A nicety involved the valve guides which were machined and pressed into rather than cast integral with the cylinders, making replacement easy when worn. Another nicety was the splash lubrication system governed by an automatic vacuum feed (the oil reservoir cast with the aluminum crankcase), this allowing the use of large tubes and avoiding the clogged pipes so frequently resulting with gravity feed. One filling of the oil reservoir, Kelly said, was good for three to five hundred miles depending on road conditions. The pistons were five inches long with four eccentric compression rings each. The single float feed carburetor was adjustable from the driver's seat, there was a dual jump spark ignition system consisting of quadruple coil, commentator, battery and magneto built into the engine. This last was unusual for this period, the magneto frequently being considered an "accessory," but to E-M-F, "it is as much a part of the car as are the valves." Initially cooling was thermo-siphon, but after the first batch of cars was in the field, overheating problems were discovered, and William Kelly personally recalled the vehicles and installed water pumps on them, and all subsequent E-M-F's.

The car's frame was a pressed steel U-section with semi-elliptic front springs, full elliptic rear, and double-acting brakes on the rear wheels. A three-speed sliding gear transmission was incorporated into the rear axle, steering was a worm and sector, and the clutch was an expanding ring.

Some owners simply couldn't or wouldn't master the simple knack [of the expanding ring clutch]. So it was changed. A cone clutch, simple and also better in some respects, was substituted. *(To be continued)*



**1909 EMF 30**

# Classifieds

## Club Members Buy - Sell - Trade

None

## TRIVIA ANSWER

*No, it was not with the arrival of Chevrolet's air-cooled, rear engine compact for the 1960 model year. The Corvair name was first used on a Corvette fastback-coupe concept car, at GM's 1954 Motorama. The design exercise never reached production, though the idea of a Corvette fastback-coupe most certainly did!*

## JON'S CORNER ANSWERS

1. The last Graham-Paige was produced in 1940.
2. The founder of the Perfect Circle Piston Ring Co. was Ralph Teetor who was blind.
3. The Mason Motor Car Company was first located in Des Moines, Iowa.

## LEGAL DISCLAIMER

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## NEW TOUR

**Date: Tuesday August 7<sup>th</sup>**

**Time: 12:00 PM**

**Meet at "Scott's" on Blairs Ferry Rd**


**Itinerary:** We will have lunch together at Scotts. Spend afternoon cruising to see some of our members who are no longer living in their own home. We have four places we will stop at. We will spend about 15-20 minutes at each stop. We will end the tour in Ely at the ice cream parlor.

**RSVP: August 2<sup>nd</sup> (space is limited)**

**Please call me at 319-551-3539, if you did not sign up at the July 5 club meeting.**

***Denise Votroubek, Tour Chairman***


# Classifieds



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PRESIDENT

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*("A KEEPER" Continued From Page 1)*

*But then my mother died, and on that clear summer's night, in the warmth of the hospital room, I was struck with the pain of learning that sometimes there isn't any more.*

*Sometimes, what we care about most gets all used up and goes away ... never to return. So ... While we have it ... it's best we love it .. And care for it ... And fix it when it's broken ... And heal it when it's sick.*

*This is true. For marriage ... And old cars .. And children with bad report cards ... And dogs with bad hips ... And aging parents ... And grandparents. We keep them because they are worth it, because we are worth it.*

*Some things we keep. Like a best friend that moved away or a classmate we grew up with.*

*There are just some things that make life important, like people we know who are special ... And so, we keep them close!*

*I received this from someone who thinks I am a 'keeper', so I've sent it to the people I think of in the same way ... Good friends are like stars ... You don't always see them, but you know they are always there. Keep them close!*

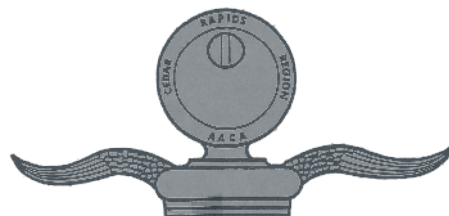
*Submitted By: Frank Reynolds*

**NOTE:** We think you all are "KEEPERS"

The Moto Meter  
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## 1956 Ford Thunderbird



August 2018-Moto Meter