



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

December 2018

Vol. 55-12

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Judy Ortz



My sidekick and I would like to thank all of you for your support and stories that you provided to us in 2018. We also thank you for overlooking our spelling and grammatical errors that we seem to always miss no matter how hard we review and edit the newsletter. We wish you all a very safe travel as you visit family and friends during this holiday season. We will be traveling to God's country (where it is warm and the sun shines) to be with our kiddos and of course my delight "my" grandsons-Creedon and Paxton. We look forward to 2019 and all the adventures and memories it will bring. In closing, may God Bless you all and keep you safe in 2019. Merry Christmas and Happy New Year to all of you.

The Editor and her sidekick!

TRIVIA QUESTION

The migration of the aluminum, Buick V-8 engine into the British automotive industry (Rover 3500, Morgan Plus 8) began at which American marine engine company?

Chicago Annual Car Show

At the November meeting it was announced that a tour bus was going to the Chicago Car Show. 15 members indicated they were interested in going. For more info. see page 10.

JON'S CORNER

1. In what year was the last 2 cylinder Maxwell produced and its model name?
2. In what year did the Ford Motor Company make more than a million in profits?
3. What was the name of the automobile that was driven from New York to Chicago in 1907?

(Answers on page 10)

HISTORICAL VEHICLE

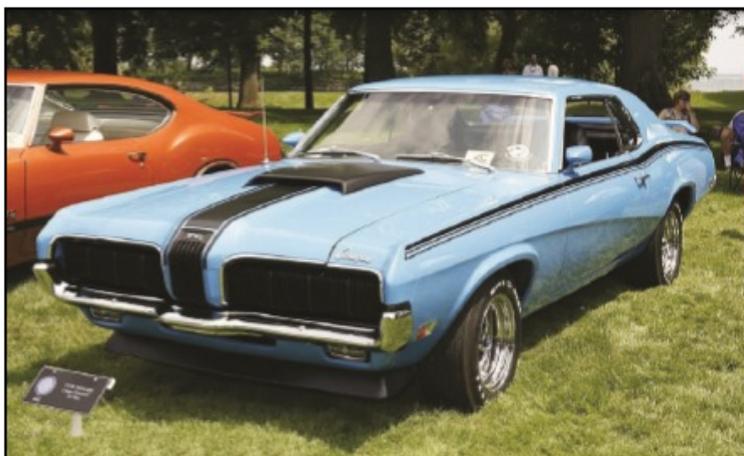
1967 Mercury Cougar



The introduction of the Cougar in 1967 gave Mercury its own “pony car”. Slotted between the Ford Mustang and the Ford Thunderbird, the Cougar would be the performance icon and eventually the icon for the Mercury name for several decades. The Cougar was available in two models (base and XR-7) and only as a two door hardtop. Engine choices ranged from the 200 hp 289 in two-barrel V8 to the 335 hp 390

in four-barrel V8. A notable performance package called the GT was available on both the base and XR-7 Cougars. This included the 390 in V8, as well as a performance handling package and other performance enhancements.

There were many comfort and performance options available for the Cougar. For 1967-69, a unique “Tilt-Away” steering wheel that swung up and out of the way when the driver’s door was opened, and from 1971, a power driver’s seat. The most unique option of all appeared in 1968: Ford’s first factory installed electric sunroof. It was available on any hardtop Cougar, but rarely ordered on early cars.



The Cougar continued to be a Mustang twin for seven years, and could be optioned as a genuine muscle car. Nevertheless, it gradually tended to shift away from performance and toward luxury, evolving into something new on the market — a plush pony car. The signs

were becoming clear as early as 1970, when special options styled by fashion designer Pauline Trigere appeared, a hounds tooth pattern vinyl roof and matching upholstery, available together or separately. A re-skinning in 1971 saw the hidden headlights vanish for good, although hidden wipers were adopted. Between 1969 and 1973, Cougar convertibles were offered.

Mercury also made limited versions of the Cougar in the performance-market segment. The XR7-G, named for Mercury road racer Dan Gurney, included performance add-ons, such as a hood scoop, Lucas (brand) fog lamps, and hood pins. Engine selection was limited to the 302, 390, and 428 V8s. A total of 619 XR7-Gs were produced, and only 14 Gs were produced with the 428 CJ. The 7.0-L GT-E package was available on both the standard and XR-7 Cougars and came with the 427 V8. The 428 Cobra Jet Ram Air was available in limited numbers on the GT-E beginning April 1, 1968.

Conservatively rated at 335 hp (340 PS; 250 kW) at 5200 rpm and 440 lb. ft (597 Nm) of torque at 3400 rpm, the 428 Cobra Jet could produce more than the 410 hp (306 kW) from the factory. A total of 394 GT-Es were manufactured, 357 with the 427 and 37 with the 428. The GT-E came with power front disc brakes as standard.

Photo courtesy of Velocity Journal

*Article by: Venice AACA Regional Car Club
Author: Chuck Ford and open Internet sources*

REGION NEWS & INFORMATION

November 1, 2018, CEDAR RAPIDS REGION AACA MEETING

President Meeker opened with the Club reciting the Pledge of Alliance.

Visitors or Guests- Michele Ricardo was the guest. She said she was planning on joining the club.

Birthdays- Michele Ricardo and Jeri Stout

Anniversaries-Calvin and Carolyn Reiling (51 years)

Illnesses and Deaths- Mrs. Newport passed away and Shirley Shannon is not doing well.

Minutes from the October Meeting- Brenda Juby made a motion to approve the minutes as published in the Moto Meter. Sharon Schminke seconded the motion. Motion carried.

Treasurer's report-Sylvia Copler read the treasurer's report. Pete Bischoff made a motion to accept the Treasurer's report as read and Barbara Waterhouse Miller seconded the motion. Motion carried. Sylvia also reported on the AACA Swap Meet. Sylvia stated that Hawkeye Downs wanted the club to buy a new door since the door was damaged.

Fall Banquet- Larry Yoder said about 35 people had signed up to attend the banquet. Larry also said there would be entertainment.

2019 CRRAACA Board: President: Jane Hawley, Vice President: Larry Yoder, Treasurer: Sharon Schminke, Secretary: Jerolee Stout/Sylvia Copler.

Christmas Party: December 6th- We will eat at 6 P.M. Everyone is to bring a vegetable or salad and dessert.

November Treats-David and Brenda Juby.

Buy, Sell or Trade-was conducted by Pete Bischoff.

Dues-Per Dan Ortz membership dues must be paid by December 15

Jon Reynolds ask for a show of hands on who was interested in the Chicago Car Show February 15th.

Loren Huffaker made a motion to adjourn the meeting and Harry Hawley seconded the motion. Motion carried.

Pete Jurgans gave a thank you for the Honor Flight.
Jeri Stout, Secretary

ACTIVITIES AND EVENTS

2019 REGION CALENDAR

Social Night

Business Meeting

Board Meetings

January 7 - 16 Ave. Grille	January 3	January 17 - Perkins on Collins Rd.
February 5 - Starlite	February 7	February 21 - Tommy's on west side
March 11-Leonardos	March 7	March 21 - Perkins
April 8-Devine Decadance-Shellsburg	April 4	April 18 - Tommys
May 6- Culvers Marion	May 2	May 16 - Perkins
June 10-Fairfax DQ	June 6	June 20 - Tommys
July 15-Hiawatha DQ	July 4	July 18 - Perkins
August 5-Freddies near Walmart east	August 1	August 15 - Tommys
September 9- Zio John's-Kmart west	September 5	September 19 - Perkins
October 7 - Bandana's	October 3	October 17 - Tommys
November 11-Fire House Subs-near Lindale	November 7	November 21 - Perkins
	December - Christmas party	December 19 - Tommys if need to have!!
Special Events	Car Tours/Car Shows	Treats Schedule
Christmas Party Date: December 6, 2018 Doors Open: 5:00 PM Dinner Starts at: 6:00 PM Club furnishes meat, pop and water. Members bring side dishes, salads and or desserts	Chicago Car Show Friday 15 February 2019 See Travel Information on Page 10	Dec. 2018 Pete & Pat Bischoff

Carolyn Sweet



A big overflowing good heart was that which belonged to Carolyn Sweet. She was a strong supporter of our Cedar Rapids AACA organization for many enjoyable years. Carolyn volunteered working as a judge at numerous AACA national meets. She was known as a master at installing upholstery and tops in Motel T Ford cars. All her work was accomplished with serious intent to correctness. Her loyalty to fellow club members was secure. Carolyn would reach out to help her friends and club members without hesitation.

Visits in her home were always enlightening and fun, she engaging in great conversation. She could laugh at a moment's notice and yet resume to serious intent. Carolyn's unselfish nature was evident with her many contributions to the wellness of others. When called upon she put to good use her nursing training and skills. She gracefully volunteered for many years to send flowers to club members hospitalized on behalf of our organization.

Now, let us not forget Carolyn's great potato salad. Wow, she would prepare a gigantic quantity of this great food for our annual Fourth of July picnic and our annual Lawn Party.

On her annual trips to Hershey with husband Jerry, she would tend their vending space and that of other club members taking care of the cash receipts and of course feeding Jerry. She was always there to help with whatever might be needed. Carolyn also enjoyed traveling in their Model T Ford touring car on many Twin River Tours.

By Jon Reynolds

PROHIBITION ENDS AT LAST



Hear ye, hear ye! Today is the day we say goodbye to the 18th Amendment. The 21st Amendment to the Constitution is repealing the 18th and bringing an end of national of alcohol in America. p.m. EST, Utah



U.S. ratified, Amendment to the era prohibition At 5:32 became the

the 36th state to ratify the amendment, achieving requisite three-fourths majority of states'

and Ohio had the prohibition Americans about the effects of began forming societies. By the century, these



rarified it earlier in the day. The movement for of alcohol began in the early 19th century, when concerned adverse drinking temperance late 19th groups had



become a powerful political force campaigning on the state level and calling for national liquor abstinence. Several states outlawed the

manufacture of sale of alcohol within their own borders. In



December 1917, the 18th Amendment , prohibiting the "manufacture , sale , or transportation of intoxication liquors for beverage," was passed by Congress and sent to the states for ratification. On January 29, 1919, the 18th



Amendment achieved the majority of state ratification. June of that year, but the take effect until January 29, to enforce sobriety and popular support in the early Amendment to the ratified, ending national Wayne Van Gorp, David Juby, Templer provided the four Model A Buckets



necessary three-fourths

Prohibiting essentially began in amendment did not officially 1920. Prohibition, failing fully costing billions, rapidly lost 1930s. In 1933, the 21st Constitution was passed and Prohibition. **Big Cheeses:** Loren Mulherin and Gene for the party. All proceeds were

used to support the Iowa Donor Network. Photos provided by: Wayne Van Gorp, Brenda Garbe, David Juby & Dana Danley

To Airplane Capital

J.J. Jones hoped his car company would help turn Wichita, Ks, into an automobile manufacturing center that would rival Detroit. Unfortunately, the Jones Six garnered a lot of local press but was barely noticed beyond the reach of the city's newspapers. By all accounts the Jones Six was a fine car, but it faced a lot of competition. All was not lost, however, for the car guy's connection to a pioneer airplane enthusiast would help turn Wichita into an aviation capital. While the Jones touring car failed to get off the ground, Clyde V. Cessna's flying machines would soon soar.

Wichita's Planes, Trains and Autos

John James Jones was attracted to mechanical transportation at an early age. Born in Centerville, Iowa, he first set out to improve bicycle design, but in 1901 bought a curved-dash Oldsmobile and got hooked on cars. For a time, he was one of the only car owners in Wichita, reported a local paper in a biographical sketch about Jones published on Set. 30, 1916. He traded the Olds for a one-cylinder Rambler that he later converted into a light-duty pickup, another rarity on the city's streets.

He saw an opportunity in peddling cars and bought them used in big Eastern cities and hauled them back to Wichita by the train car load. The Jones Auto Exchange eventually became an agency for new Fords and would sell thousands of them. It also repaired cars including taxis, and kept a section of used machines on hand.

When Jones decided to build his own automobiles, he did so in a big way—at least by Wichita standards. There were no other car factories in the city. When vehicle assembly began in January 1915, a reporter said five train car loads of parts were ready to be unloaded, including 100 engines.

Jones company incorporated in late 1915, with Jones as president and W.A. King as chief engineer and superintendent of production. King reportedly had years of experience working in Detroit car factories. The plant moved to a sprawling campus on the north side of the city that was once home to a train car builder. It had 125,000 sq. ft. under roof, spread through several buildings and had direct access to several railroad lines



During this time, Clyde Cessna was flying around Kansas and Oklahoma. Mechanically minded from an early age, he left the farm to run an Overland car dealership in Enid, Oklahoma, before he fell in love with airplanes. He taught himself to fly and build his own aircraft. By 1916, he was piloting a monoplane that he and his brother built and was often hired for exhibition flights.

Cessna needed more space for airplane production and Jones made him an offer: he could use a building on the car company grounds rent-free. In turn, a plane Clyde flew in exhibitions would promote the Jones Six automobile with large letter painted under the wings.

Underway with Automobiles

The first Jones Six touring cars were assembled machines, built from components supplied by specialists. That cost-effective method of manufacture continued for 1917, forming a "foundation of sound and approved engineering" from which Jones designers "worked outward to those attributes which have an appeal to the eye."

(Continued on page 7)

(Continued from page 6)

The engine in the new Jones Six-Sixty touring, as with all models for 1917 was a L-head six-cylinder with a 3 1/2 x 5 1/8 bore and stroke that provided around 30 hp and a top speed of 60 mph. The engines were built by the Lewis Motor Co. of Detroit, a brand new and short lived supplier founded by Ralph C. Lewis. All six cylinders were cast in one piece-en bloc-and the engine used a counter-balanced crankshaft designed by Lewis.

The engine was connected to a three-speed transmission and an oversized Timken rear end. The car had a 125 inch wheelbase with 34 x 4 Firestone tires. The fenders were painted black while the body received a coat of custom colors available to the customer.

The Jones Auto Exchange company operated as a subsidiary of the car manufacturer until early February 1918 when it closed its doors. The empty building was sold to a new distributor for Harroun motor cars.

Keeping Up Spells Trouble for Jones

Jones kept the car factory going during the lean World War I years, and in 1919 offered seven car models and a one-ton truck.

America's involvement in the war put a stop to Cessna's airplane venture, with vital components such as propellers going to larger manufactures. He left the city and moved to a farm in Rago, Kansas.

Even with Cessna gone, Jones used the 73 acres surrounding the car factory to support aviation. An airstrip he had built stayed busy with private pilots coming and going and he converted Cessna's old factory, known as Building H, into an aircraft repair shop. The Jones facility also including a restaurant and hotel.

The Jones automobile business was strong, at least according to local newspapers. But a fire at the manufacturing plant altered the course of the company on Feb. 18, 1920. Two sprawling buildings burned to the ground taking valuable machinery and car parts with it. The factor's power plant was also lost in the fire. The firm rallied, with workers going from nine hour days to 24 hours to get the plant online. New farm tractors built by the Wichita Tractor Co. were brought in to power the factory until the power plan was running again.



By May, two new buildings with saw tooth roofs were open for business, but the company reported a loss of more than \$250,000 that was not covered by insurance. On Oct 22, 1920 the ever-supportive Wichita Beacon shared the bad news: Jones Motor Car Co. was bankrupt. Production limped into 1921 and the doors were closed.

But not for long. Then in 1925, Cessna was lured back to Wichita's by Walter Beech and Lloyd Stearman. All three would become prominent names in the history of aviation-and began building planes in the former Jones car factory. By the 1930's, the city of Wichita was promoting itself as the "Air Capital of the World."

(Reprinted by permission from "Old Cars Weekly"-July 12, 2018 and open source Internet)

Cedar Rapids Region Antique Automobile Club of America

RENEWAL FORM

Application for Membership (Please check one)

- New Member - Membership Renewal (Due Dec. 15)

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Spouse: _____

Telephone: _____ Cell Phone: _____

AACA National Membership Number: _____

Annual Regional Dues is \$15.00 per family plus \$40.00 for National Dues per year. Payable to Cedar Rapid Region AACA.

CUT HERE

					
The Antique Automobile Club of America					
America's Oldest and Largest Automotive Historical Society					
Ownership of an automobile is not a prerequisite of membership.					
ANTIQUE AUTOMOBILE CLUB OF AMERICA, 501 W. Governor Road, P.O. Box 417, Hershey, PA 17033 • Phone (717) 534-1910 • www.aaca.org					
New Member Information					
(Please Print)					
Name	First	M.I.	Last	Spouse	Date
Address					
City	State/Province		Zip/Postal Code		Country
Signature	Email Address		Telephone #		
(Sponsorship by a current AACA member is OPTIONAL)					
Sponsor Name & AACA Membership #			Address		
					Per Calendar

Mail to Membership Chair: Dan Ortz (CRRAACA), 1625 K Ave. N. E., Cedar Rapids, IA. 52402

The EMF Company

Quarreling over Studebaker - May 1909

And what was happening behind the scenes was no laughing matter at all. The partners were quarreling. And it was over Studebaker. Metzger had not favored the alliance from the beginning, and now he convinced Everitt that it had been a bad idea too. Flanders, scarcely the diplomatic sort, buffed and puffed-and literally blew the partnership away. In May of 1909 it was revealed that the E and the M of E-M-F were leaving the company, selling out their interest to the Studebaker brothers who would handle all E-M-F distribution after September 1st. The cash amount tendered Everitt and Metzger has since been bandied about as in the million-dollar range, which was wildly inflated, the actual amount was less than half that (\$362,500), which was still a tidy enough sum for the two to venture off and start a new company to build a new car. And that they did, taking along engineer William Kelly to help.

Metzger Motor Car Company - September 1909

One matter was seen to immediately. No initials this time, that was for certain. But Everitt-Metzger or Metzger-Everitt was an unwieldy and certainly not euphonious mouthful, so the partners decided instead that the car would be called the Everitt and it would be built by the Metzger Motor Car Company. With the billing thus solved, the new firm was incorporated for a half-million dollars on September 20th, 1909. The factory of the truck-manufacturing Jacob Meier Company in Detroit was purchased, and William Kelly was put to work designing what would be built there.

It was essentially an E-M-F, it was even called a "30," but there was one departure of note. As Len Shaw would write in the Cycle and Automobile Trade Journal, "The four cylinders are cast together, but in this instance the in bloc principle has been carried to an extreme that gives the powerplant a distinctiveness while the most grueling tests have demonstrated the correctness of the theory and its application." The main casting included the cylinders, the upper half of the crankcase, intake and exhaust manifolds, the inner half of the gear housing, the upper half of the bearing beds-and for 1911 the magneto and pump supports would be added as well. In addition, the stroke was a quarter of an inch longer, the wheelbase was set at 110 inches, its price was tagged a hundred dollars more-but other than that one could read the E-M-F 30 specs and learn everything there was to know about the Everitt 30.

"The Car for You" and "A Car with a Rich and Rare Heritage," the ads ballyhooed - obviously Everitt and Metzger could have used the services of LeRoy Pelletier - and in a calculated dig at the motorcar which still bore their initials, it was noted that the "Everitt '30' motor contains 150 fewer parts than its closest competitor! Think of it-150 less parts!" Advertising also backdated William Kelly's maiden horseless carriage venture to 1891 and described it as "one of the first practical cars ever built." Pelletier would never have allowed such nonsense.

Hewitt Motor Company

The prominence of its builders insured a ready acceptance of the car initially, and the planned output of 2500 units for 1910 was pre-sold before production even began. Thus assured, Everitt and Metzger proceeded to purchase the Hewitt Motor Company of New York. For 1912, the Everitt home market looked far more promising, and all attention was focused on it. Presented now were three models: the returning 4-30, dropped in price to \$1250; the newish 4-36 on a 115-inch wheelbase at \$1500; and the brand-new Six-48 on a 127-inch wheelbase which was a whopping lot of car for \$1850.

(Continued Next Month)

Classifieds

Club Members Buy - Sell - Trade

None

TRIVIA ANSWER

In 1963, English Rover engineer William Martin-Hurst was visiting Carl Kiekhaefer in Fond du Lac, Wisconsin, in an attempt to interest Mercury Marine in a version of the Land Rover diesel engine for boating applications. During a tour of the Mercury Experimental Department, Martin-Hurst came across an example of the then, recently-retired, alloy, 3.5-liter Buick engine, and convinced Kiekhaefer to air-freight it back to England for him. Negotiations with GM began, shortly thereafter. The V-8 first appeared in a mid-1967 Rover called the P5B saloon (sedan), where the "B" stood for Buick. Meanwhile, Rover was attempting a takeover of Morgan at the same time because they wanted to supplement their line with a sports car, and the aluminum V-8 offering was put on the table as an incentive.

LEGAL DISCLAIMER

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JON'S CORNER ANSWERS

1. The last two cylinder Maxwell was produced in 1912, known as the Messenger.
2. The Ford Motor Company made more than a million in profits for the first time in 1907.
3. A Franklin automobile made the trip from New York to Chicago in a time of 39 hours and 36 minutes.

2019 Chicago Auto Show

Friday, February 15, 2019

January 3rd: The club is picking up \$30 of the ticket cost. Please bring a check for \$69.00 made out to the club and the club will then pay the total amount due to the bus company. Your fee includes bus trip and ticket to show. You are responsible for breakfast, lunch and supper cost.

Refund deadline February 1, 2019.

Itinerary / Subject to Adjustment

6:00 am– Depart Cedar Valley World Travel at the CR Airport

8:45 AM–Breakfast stop at Cracker Barrel/11:15 AM Arrive @

McCormick Place/6:30 PM Dinner Stop/10:45 PM Return to Cedar Valley World Travel.

Cedar Valley World Travel

6100 7th Street SW

Cedar Rapids, IA

Tel. 319-366-8200 / 866-380-8169

Classifieds

 <p>GARY W. WENDEL SR. PRESIDENT</p> <p>4000 6th Street S.W. Cedar Rapids, Iowa 52404 U.S.A.</p> <p>Fax: (319) 366-0090 Local Phone: (319) 364-4000 OR: 1-800-553-8421</p>	<p>Contact for booking your band: chromehorsesaloonbands@gmail.com</p>  <p>CHROME HORSE SHOP SALOON HOUSE</p> <p>1140 Blairsferry Rd. NE Cedar Rapids, IA. 52402 chromehorsesaloon.com</p> <p>Derek Collins General Manager</p> <p>Phone: 319-366-1234 Fax: 319-378-0605 chromehorsesaloonshophouse@gmail.com</p>	 <p>Country Auto, Inc. Service & Body Shop Alan Zumbach, Owner</p>  <p>Country Quality, Country Service, Country Prices</p> <p>1501 Chamber Court Anamosa, IA 52205</p> <p>Phone: (319) 462-5099 Fax: (319) 462-3125</p>
<p>RAYNOR DOOR OF CEDAR RAPIDS</p> <p>John Jensen</p> <p>Phone: (319) 365-7894 Fax: (319) 365-6152</p> <p>4601 6th St. SW Ste. B Cedar Rapids, IA 52404</p> <p>j.jensen@craynordoor.com Toll Free: 1-866-572-9667</p>	 <p>SCOTT DRAPER</p> <p>319-377-4861 (P) 319-377-3055 (F) 319-270-4862 (C)</p> <p>sdraper@sfdins.com www.sheetsforresterdraper.com</p> <p>Sheets Forrester Draper Insurance 610 Tenth Street PO Box 218 Marion, Iowa 52302</p>	<p>copyworks®</p> <p>Shannan Bishop General Manager</p> <p>4837 1st Avenue SE Cedar Rapids, IA 52402 Office: (319) 373-5335 Fax: (319) 373-5436 Email: sbishop@copyworks.com</p>
<p>Automotive</p>  <p>Service Evolution Reliable cars demand reliable service</p> <p>Jeff Zieser/Shige Sugjoka Owners/Technicians</p> <p>242 Blairs Ferry Rd NE Cedar Rapids, Ia 52402</p> <p>319-377-7060 www.autoevolution.us</p>	 <p>Country Kitchen</p> <p>A place like home...</p> <p>Country Kitchen 699 7th Ave. Marion, IA 319-377-8627</p>	<p>Tour Committee Formation</p> <p>The 2019 tour season is quickly approaching! Join the newly formed Tour Committee and help put the AACA tours together for 2019. It's more fun planning in a group and the fun is shared by all! Contact President-elect Jane Hawley if you want to be included.</p>

ADDITIONAL PROHIBITION PICTURES



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



**Prohibition Party @ Fat Wally's Billards
"Model A Club-Flapper Girls"**



December 2018-Moto Meter