



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM

FACEBOOK: CEDAR RAPIDS ANTIQUE CAR CLUB



LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY



December 2019

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Merry Christmas from the Moto Meter Staff

I blinked and another year went by faster than a speeding bullet. I don't quite understand the dynamics of the fact that as we grow older, the faster time seems to escape us. When I started putting my thoughts together to write this column I really didn't know where to start. But, I knew in my heart that I wanted to thank all of you who shared your thoughts (good or bad) about the Moto Meter stories, history, technical articles, ect., but were willing to overlook our errors and grammar mishaps. But most of all, thanks to the people who we have come to call friends in this hobby. Apparently, a few stories struck a chord and, of course, that is what we try to achieve with our readers. We have lost close friends in the club this past year whose voices and laughter we shall hear no more; but we also have new people in the club who brings a breath of fresh air to all of us. It is not the cars that make a club successful, but the people in the club, the comradery and the shared interest to bring back old rusty car parts once again to beautiful machines to be enjoy by all. Brenda and I want to wishes you all a very Merry Christmas and Happy New Year with your families or close friends! We will be heading to Galveston Texas to spend Christmas with our son and his wife—and two grandson and our first brand new granddaughter Iana Joy Juby (I think I will just call her "Joy" because she already has her grandpa's heart). PS I bought her 1st fishing pole for Christmas.

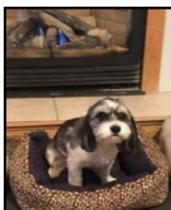
TRIVIA QUESTION

The legendary Jeep is well remembered for many application-specific features. One was the folding windshield.

Why was it specified?

(Answers on page 11)

Harry Hawley's New Wireless Doorbell!!!



HISTORICAL VEHICLE

MG T Series

The MG T series is a range of body-on-frame open two-seater sports cars with very little weather protection that were produced by MG from 1936 to 1955. The series included the MG TA, MG TB, MG TC, MG TD, and MG TF Midget models. The last of these models, the TF, was replaced by the MGA.

TA Midget: Initially known as the Midget Series 'T', the MG TA was announced to the general public in June, 1936. The survival rate is pretty good with around 50% thought to have survived and new 'finds' still turning up from time to time.

TB-Midget: The TA was replaced by the TB Midget in May 1939. Available as an open two-seater. Production began just prior to Britain's entry into World War II. Only 379 TBs were made before the MG factory emptied its buildings and switched to making major aircraft components and modifying tanks.

TC Midget: The TC Midget was the first postwar MG, and was launched in 1945. The TC is quite accurately well known as the (specific) car that caused the Sport Car "craze" in America. It was quite similar to the pre-war TB, sharing the same 1,250 cc (76 cu in) pushrod-OHV engine with a slightly higher compression ratio of 7.4:1 giving 54.5 bhp (40.6 kW) at 5200 rpm.

TD Midget: The 1950 TD Midget announced in January 1950 combined the TC's drivetrain, a modified hypoid-gear rear axle, the MG Y-type chassis, a familiar T-type style body and independent suspension on front axle using coil springs from the MG Y-type salon: a 1950 road-test report described as "most striking" the resulting "transformation ... in the comfort of riding"

TF Midget: The TF Midget, launched on 15 October 1953, was a face lifted TD, fitted with the TD Mark II engine, headlights faired into the fenders, a sloping radiator grille concealing a separate radiator, and a new pressurized cooling system along with a simulated external radiator cap. This XPAG engine's compression ratio had been increased to 8.1:1 and extra-large valves with stronger valve springs and larger carburetors increased output to 57.5 bhp at 5,500 rpm. Production ended at April 4 1955 after 9,602 TFs had been manufactured, including two prototypes and 3,400 TF 1500s. The TF was superseded by the MGA.



CAR ADVENTURE: ATTACK OF THE ELEPHANT

Long before the Internet and eBay, our staunch car hunters relied on that hoary but faithful source of leads . . . "The Want Ad Press." Ah, yes. The Want Ad Press was like a treasure map for the Indiana Jones of car hunting. You never knew if you would find gold or a Parts mobile at the end of your quest.

So come back in time with me, to the hay days of the the 1970's when dinosaurs still roamed the earth, and you could easily find horsepower monsters that are now almost extinct. Hemmings was definitely much smaller, and if I remember right it was under 100 pages.

I found this story in a magazine and got permission to reprint it so I hope you chuckle as much as I did as I was reading it.

I'm not sure how it all began. All I can remember is that one day Bob, my husband, was perusing the WAP and exclaimed, "We gotta go check this out!" "This turned out to be a brief but intriguing add for a 1968 Plymouth Road Runner. "Must sell. Son in the military."

Sure enough, the car wasn't next door to our home town. Oh, no, we had to trek to the nether regions of upper Bergan County. No GPS back then. We had to rely on (GASP) paper maps! But our hearts were young, and the sense of adventure beckoned yet again.

The ensuing trip up remains a blank in my memory, but I do remember our disappointment at first sight of Plymouth. Oh, it was a Road Runner, all right. But a NC taxicab had more charm. Here's the list of "options" that made my heart sink:

- Chocolate Brown Paint
- Bench Seat, Plain, Taxicab vinyl
- Dog dish hubcaps, and finally
- Torque flight transmission on the column

Talk about taking a plain Jane to the prom! But then-in a moment that I will never forget...Bob turns tome, wide-eyed in disbelief.

"Tom look at the emblem on the lower fender."

"Sweet Jesus," I remember replying. From gross coal to shiny diamond...426 HEMI

Yep...the real deal. Another clue was the dual exhaust. I could have put my arm up to the elbow in those pipes. No 318 in this beast.

With baited breath, we opened the hood. Big, black air cleaner: humongous black valve covers. The entire engine painted ORANGE! Factory headers! A real, honest-to-God street HEMI! An Elephant motor! The owner said, "Sure take it out for a ride."

Bob got behind the wheel. Turned the ignition key. That throaty rumble will stay with me always. Along with the smell of burned unleaded gas. Days of wine and roses indeed.

Bob hit the gas in the Plymouth. My neck snapped back, and the rumble turned into a roar as the car gained speed. You could almost hear the sucking sound of the air being pulled into the big 4 barrel.

Continued on page 4

After all these years, those few moments are forever carved into my brain. The remainder of that day is lost to me. I think the asking price for that car was \$800. It was beyond our means at the time. Hard to believe now, of course.

So this adventure goes into the “Ones that Got Away” file. One of many, but who could have predicted that an asteroid of rising gas prices and insurance rates would wipe out further production of those great beast? Those that remain command high price, but the good news is that modern versions of the Hemi engine can be found in the Challengers and Demons. But...sigh...it’s not the same.

Internet: Author: Tom Anderson

Navigating the After Market Parts Jungle

When it comes to repairing our vintage automobiles we want to use the best parts available. But, what are those? I have breakfast every Friday morning with a bunch of old “farts,” who I consider to be mentors to me when it comes to repairing old cars. To most of these guys the dogma is: “Buy only original equipment parts when available.” To me that means go to the salvage yard and find that part. Everything else is junk. And I took that same line of thought from this guys. But after doing a lot of research, I have come to the conclusion that unfortunately, it’s not that simple. The real answer—and everyone will hate me for saying this—is “it depends.” So I thought I would share with you how I came to this conclusion by sharing with you various thoughts that others in the hobby have come to. Some of you will agree, some will disagree but at least I put a rock in your shoe and maybe you’ll give it some thought.

First thing, we need to do is to get everybody on the same page as far as acronyms go. There is a lot of confusion when it comes to “original equipment (OE) and original equipment manufacture (OEM) parts, aftermarket parts and NOS (New Old Stock). Original equipment should be identical to parts that were installed when the car was built. This should be what you’re getting when you buy parts at the dealership. However, most parts on a car aren’t produced by the car manufacturer: they’re produced from an outside vendor. OEM refers to the vendor. The rub is that many OE parts don’t have the manufacturer’s name on them, so to purchase the equivalent OEM part, you’d need to know who made it.

There should be little difference between an OE and OEM part, “little difference” doesn’t mean “no difference.” If you’re buying the part from a trusted high-volume supplier, you should be okay, but an OE or OEM part on eBay in an open box from an individual or low-volume seller could be returned goods.

If you own a car for which there is no longer any dealer network, there is no dealer counter from which to buy OE parts and probably scant few OEM parts, you're left with decent-quality used parts or aftermarket parts.

Aftermarket parts refer to those produced by any manufacturer other than the OEM. Aftermarket parts manufacturers love to brag about the phrases “OE quality” and “OE spec,” but since there’s no compliance mechanism or conformity control for these parts, the terms are meaningless. So “buyer beware,” you need to read the reviews or car forums to see what people who have used them have to say.

The term new old stock (NOS) refers to old unused, never-installed OE or OEM parts. For many folks the original part in the dealer box and wrapper is the holy grail, and other things like body panels, trim, engine blocks, and cylinder heads, NOS parts are often the highest-quality parts available. But for suspension or hydraulic parts, you might not want items that have been sitting on a shelf for decades without their rubber o-rings being exercised. NOS sheet metal is great, but an NOS shock that’s 30 years old might fail as soon as we use it. So “Buyer Beware” don’t just assume it is a good part.

(Continued on Page 5)

(Continued from Page 4)

The subject of Original Equipment Reproduction (OER) parts is a fascinating gray area for what's genuine. All OER parts are reverse engineered or manufactured using the original blueprints when available to ensure the closest possible reproduction available on the market. When available original factory tooling is utilized to insure complete originality.

At some point a car company might stop supporting its cars entirely. Many of them have. Enthusiasts can chest-beat about genuine dealer parts all they want, but you can't buy what's no longer available. To sum up the situation? "For higher-end restorations, the poor quality of modern replacement parts drives us toward repair and re-plating of old trim, rebuilding and bushing worn-out carbs, and generally fixing and preserving the older parts. In general, shops of restorers need to be more flexible and have a wider range of skills, as many of these items are far from being simply bolt-ons. Owners need to understand that considerable rework might be needed to install even genuine stuff."

Well, then, OE, OEM, aftermarket, or NOS? As it was said in the beginning of this article "It depends." So probably all of them, in some appropriate mix.

Source: Internet

Who Needs a Sleigh? Christmas Movie Cars

Let's face it, it just wouldn't be Christmas without Christmas movies. They warm our hearts. They lift our spirits. They make us laugh. And if they happen to include a memorable classic car or two, well, all the better.

George Bailey's Touring Car in "It's A Wonderful Life" (1946)



I know all of you have seen the movie "It's a Wonderful Life." But do you know what car George Bailey was driving throughout the movie? Here are a few pictures but I suggest you watch the movie to see the car. If you don't know, we'll tell you at the Christmas Party. *The Editor*

One of the most beloved Christmas films of all time, "It's A Wonderful Life" is chock full of great automobiles. Some we remember well – Ernie's taxi cab, Burt's police car and Sam's Duesenberg, for instance – and many that we don't. But the most cherished of them all is the ??? touring car with the troublesome driver's side door that continuously frustrated George Bailey and later on crashes it into a tree, sending him over the edge as he contemplates what life would be like if he'd never been born.

Sure, the ????? touring car—painted black with wood-spoked wheels, leather upholstery, and a rarely-used canopy top—has plenty of charm. In fact, if you saw it on the street you'd probably smile and give the driver a friendly wave. But what makes this car like no other is the small, circular brass tag on the dash, the one that reads 789. That tag identifies it as a Twentieth Century-Fox movie prop. As such, the ???? appeared in movies and on television into the 1960s, generally relegated to background duty. Except for one film, the one that put it in the spotlight: It's A Wonderful Life.

Continued from page 5

The open-air ??????? might otherwise be forgettable, but its role in Frank Capra's magical story makes it special. There's a lot of symbolism to it, people are attracted to it, and it gets them to talk and reflect on Capra's message and how it relates to every one of us. That's where its value is, just as it is with anything else associated with the film.

Old Man Parker's Vehicle in "A Christmas Story" (1983)



One more. But do you know what family car Mr. Parker was driving when he bought the Christmas tree? Here are a few pictures but I suggest you watch the movie to see the car. If you don't know, we'll tell you at the Christmas Party. *The*

The object of the Old Man's affection (in addition to his "major award"), the Parker family ??????? actually was a major headache for the family, often stalling out and falling apart.

The blue four-door sedan shows up in multiple memorable scenes from the movie, particularly the "Ohhhh fuuuuuuuudge" fiasco when Ralphie's helping his dad change a flat tire on the car. You can also see the family's primary mode of transportation parked outside their house and the Chinese restaurant.

The model originally cost an affordable \$900 MSRP and offered enough fuel efficiency, power, and size to function as a family vehicle. Its six-cylinder engine and rear-wheel drive gave it enough muscle to transport a family and their Christmas tree. 140,000 models were produced.

In real life, ?????? touted its ?????? models as "Modern to the Minute!" and the "Best Looking Cars of the Year!" ??? advertising touted the cars' size, durability, power and economy, and also highlighted the unique attributes of each: "Two great new cars ... entirely different from each other." The Old Man's Six, had he purchased it new (and we know he didn't), started at \$685 – equal to only about \$11,500 in today's economy. That's a screaming deal.

"That hot damn ??? has froze up again! That son of a b#\$*& would freeze up in the middle of summer on the equator!"

The '????? featured Art Deco styling cues, including a turret top and a large grille with horizontal bars, and it had a 230-cid, 95-hp inline-six engine under the hood. But in the movie, the tires – one in particular – set the stage for a most memorable scene. "My old man's spare tires were actually only tires in the academic sense," Ralphie recalls. "They were round ... they had once been made of rubber ..."

And when one goes flat, Ralphie's mother encourages him to give his father a hand changing it – a first-time opportunity. When Ralphie accidentally spills the lug nuts his father had tossed inside the dog-dish hubcap for safe keeping, Ralphie blurts out "the 'F-dash-dash-dash word!" As punishment, he gets a mouthful of soap.

The Mail Train's Gift

My mother told me this story from World War I many years ago. Christmas 1917 was coming, but because her brother Archie Clikeman was missing in action and presumed dead, the family was not going to celebrate.

The townspeople of Parker, South Dakota, always joked that the small-town postmaster read all the postcards whenever the mail train came into town. On that Christmas Eve, he lived up to his reputation.

The family was always grateful that the postmaster, instead of waiting for the rural mail to go out the day after Christmas, called my grandmother and told her that Archie was being held as a prisoner of war. Archie even wrote on the postcard that he was well.

Of course, my mother said, that turned out to be the best Christmas ever. Archie came home after the war and lived to a ripe old age. —Kay Johnson, Parker, South Dakota

Our Pennies Made all the Difference

Many years ago, when I was making 75 cents an hour, my three children asked for bicycles for Christmas, but I couldn't afford them.

So that January, I put three bikes on layaway. I paid all through the year, but a week before Christmas, I still owed \$14.50. The Saturday before Christmas, my son Ricky asked how much I needed. When I told him, he asked if he could pour the pennies out of the penny jug we kept. I said, "Son, I don't care, but I know there's not \$14.50 worth of pennies in there."

Ricky poured them out, counted them, and said, "Mom, there's \$15.50 worth of pennies." Ecstatic, I told him to count out \$1 for gas so I could go get the bikes.

I've always thought of this as our little Christmas miracle. It was as blessed a Christmas as anyone could ever have. —Dot Williams, Canton, Georgia.

Fate threw a tree at us

During the hustle and bustle of Christmastime

1958, we told our children, ages 3 and 4, about the beautiful Christmas tree we would have in a few days. On Christmas Eve, at the bakery we had recently purchased, we counted the receipts, cleaned the shop and headed for home with our two sleepy children.

Suddenly, we remembered we had not gotten a tree. We looked for a vendor who might have a tree left, to no avail.

About a mile from home, we stopped for a red light. Suddenly, a gust of wind blew, and something hit the front of our truck. My husband went out to investigate.

The next thing I knew, my husband was throwing a good-sized evergreen into the back of the truck. He went into the mom-and-pop store at the corner where we were and asked the proprietor how much he wanted for the tree. He said he wasn't selling Christmas trees that year.

It was a Christmas miracle! We never did find out how the tree got in the middle of the road, but somehow we feel we know. Incidentally, it was the most beautiful tree we have ever had. —Gertrude Albert, Pittsburgh, Pennsylvania

Our Carols Hit the Right Ears

I was with a small group of young guys and gals caroling on Christmas Eve, in 1942 San Diego, California. We wandered downtown to Broadway, the main street, and stopped at a block of green grass with a fountain on the plaza.

The streets were streaming with aimless servicemen, all missing the joy and solace of being home for Christmas.

We began singing familiar Christmas songs, and in a short time, the volume increased markedly. I climbed up onto the rim of the fountain to an astonishing sight—a sea of servicemen on the plaza singing with all their hearts. When a song ended, I started another, just beginning the words, and it was immediately picked up. We sang every traditional song I could think of and didn't leave the servicemen until near midnight, carrying a beautiful memory with us. —Winnie Phillips Stark, Modesto, California.

REGION NEWS & INFORMATION

NOVEMBER 7, 2019, CEDAR RAPIDS REGION AACA MEETING

The meeting was called to order by President Jane Hawley followed by club members reciting the Pledge of Alliance.

Treasurer Report: The Treasurer read the report for November. It was approved by Dave Juby and Carl Ohrt. Motion carried

Banquets- Larry Yoder reported on the Fall Banquet at the Cedar Rapids Country club. It was a good meal and a success.

Memorial Flowers: Joan Kiefer; None

Webmaster Chairmen : Sylvia Copler and Jane Hawley; None

Membership Chairmen: Dan Ortz; None

Moto Meter Editor: Dave Juby and Brenda Juby; None

Calling Tree Chairmen: Judy Ortz: None

Swap Meet Chairmen: Lee Votroubek said the club may go to Central City next year to hold the swap meet . We will see how it works out for the Model A club.

Marketing Chairmen: Jane Hawley; Announced a new group called Future Classics headed by Steve Brown.

NEW BUSINESS

Audit Committee: Sylvia Copler, Judy Ortz and David Juby will audit the Treasurer's book.

Marge Reynolds said the the club shirts will be ordered in November and should be brought to the meeting in December.

Jane Hawley passed out a questionnaire. It should be completed and returned to Jane. Election of officers are the following for 2020: Jane Hawley:President, Loren Huffaker: Vice President, Secretary :Brenda Juby, and Treasurer: Sharon Schminke.

\$30.00 will be given to each member of the club that wants to attend the Auto Show in Chicago. \$99.00 is the cost per person for the trip.

Buy, Sell and Trade: Conducted by Jeff Fossum

Greg Lane spoke on improvements for our swap meet.

- (1) collect sales tax
- (2) find other car shows
- (3) two day swap meet
- (4) advertising

Jack Harville and Loren Huffaker made a motion to adjourn. Motion carried

Treats were provided by Al and Marlene Meeker.

Secretary: Jeri Stout

ACTIVITIES AND EVENTS

2019/2020 REGIONAL CALENDAR

Social Night

Club Meeting/Topics

Board Meetings

<p>December 9 - Big Daddy 2201 16th Ave.</p> <p style="text-align: center;">2020</p> <p><i>January 6th-Starlight Social Hr. Will start at 6:00 PM</i></p>	<p>December 12- Christmas party– Doors open at 5:30; supper at 6:00</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p> <p style="text-align: center;">2020</p> <p><i>January 2-Navigating the CRAA Website and Facebook Page.</i></p> <p><i>Feb. 4th-Catherine McAuley Center by Jennifer Tibbits</i></p> <p><i>March 5th-”My Collection of Banks” by Lee Votroubek-</i></p> <p><i>April 2nd-Annual Auction with Carl Ohrt as Auctioneer</i></p>	<p>December 17 - Scott’s</p> <p style="text-align: center;">2020</p> <p><i>January 21st @ 16th Ave. Grill</i></p> <p>Meetings will start at 6:30 PM</p>
<p style="text-align: center;">Special Event</p> <p>Ladies Luncheon December 17th @11:30 AM Olive Garden 367 Collins Rd. NE. Bring wrapped white elephant gift for exchange/stealing</p> <p>Christmas Party-Pot Luck December 12, 2019 Hiawatha Community Center Doors Open: 5:30 PM Dinner Starts: 6:00 PM Club Provides Meat and Drinks Members provide two-side dishes to share Bring your own table service</p> <p>DATE CHANGE</p> <p>Note: This is the second Thursday of the Month (12/12/2019). There will be no business meeting on the first Thursday of December. A small business meeting may take place if necessary before the banquet to tie up loose ends.</p> <p>Contact: Pete Bischoff 319-213-5602 for questions</p>	<p><i>May 7th- “Quilts” by Joan Auterman and Marlene Meeker</i></p> <p><i>June 4th- “Straightening Decorative Brass for the Car” by John Goedikin</i></p> <p><i>July 2nd-”History of Model A days” by Jan Wenger.</i></p> <p><i>August 6th-History of the AACA” by Lee Votroubek</i></p> <p><i>September 3rd- TBD</i></p> <p><i>October 5th- TBD</i></p> <p><i>November 5th-TBD</i></p> <p><i>December 3rd-Christmas Party</i></p>	<p style="text-align: center;">Treats Schedule</p> <p>Dec 2019: Pete & Pat Bischoff</p> <p style="text-align: center;">2020</p> <p><i>January 2-Jack & Kathy Harville</i></p> <p><i>Feb. 4th-Sherry Melvin/Clyde & Sue Melvin</i></p> <p><i>March 5th-”Jeff Fossum</i></p> <p><i>April 2nd-Dean & Joann Kiefer</i></p> <p><i>May 7th- Lee/Shirley, Marge/Frank</i></p> <p><i>June 4th- Steve & Ann Brown</i></p> <p><i>July 2nd-”Barb Waterhouse</i></p> <p><i>August 6th-Tom & Joan Auterman/Ken & Judy Robertson</i></p> <p><i>September 3rd- Dan & Judy, Neil & Karen</i></p>
<p style="text-align: center;">2020</p> <p><i>Ladies Luncheon January 21st @ Lu’s Deli 1010 3rd St SE Time: 11:30 PM Shop New Bo</i></p>	<p style="text-align: center;">Car Tours</p> <p style="text-align: center;">2020</p> <p><i>Chicago Auto Show bus trip February 8th. Cost is \$99.</i></p>	<p><i>October 5th- TBD</i></p> <p><i>November 5th-TBD</i></p> <p><i>December 3rd-Christmas Party</i></p>

Cedar Rapids Region Antique Automobile Club of America

MEMBERSHIP RENEWAL for 2019

The dues are \$15.00 and we are collecting the dues for National AACA renewal also. They are \$40.00. The renewal forms and dues are due by December 15th 2019. (Make one check for \$55.00 payable to CRRAACA)

Membership Guidelines

Membership Renewal:

Our Membership coincides with the calendar year, January 1st through December 31st each year, corresponding to the membership term of the National AACA.

Active renewal campaign will start with the October MOTOR READER and run through December 5th 2019. Combined Renewals and Applications which includes AACA National dues NOT RECEIVED by December 15 will be returned and you must send in National dues on your own.

Those who have ***not*** renewed by Dec. 31st 2016 will ***not*** receive a Motor Reader News Letter after the December issue and will be considered non-members.

Renewal form should be filled out every year INCLUDING NATIONAL AACA MEMBERSHIP form! Membership renewals must include National Membership renewal. If you are a National AACA Life Member – Please indicate this on the National form.

New Members:

New memberships will be processed upon receipt of the application, dues, including National AACA dues. Applications are available from the Membership Chairman. (09/17/19)

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: _____

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

President Ramblings

Harry recently acquired a 1940 Graham Sharknose 4 door sedan. He has dreamed about owning one for years and when he heard it was for sale during Model A's Buy, Sell, and Trade, he jumped on it. He vowed not to buy another car, but it was a Graham Sharknose so that doesn't count apparently. It has the old original wiring, rusty paint, torn headliner, non-running motor, and nasty seats. On the plus side, it has no visible mouse pellets and it features the optional supercharger. It's been setting in storage for over 43 years. Only 1000 were made and now Harry has one. This is a typical car Harry would buy. He said you have to be a "special" person like him to take on something like that. He wants to save these kind of cars. He worries it might be put to the junk yard if *he* didn't "save" it. BUT he intends to keep it in its original condition. So now he has a car in the HPOF class. The AACA coined these unrestored originals as "HPOF" which stands for historic preservation of original features, a class that has now become one of the club's most important.

The Graham Company, headed by Graham brothers Joseph, Robert, and Ray, was formed after selling their Indiana-based glass factory in 1916. Graham-Paige Motors was formed from the 1927 purchase of the Paige-Detroit Motor Company. Innovative designs and features helped Graham survive the Great Depression, but it was still operating at a loss. In 1938, the company introduced a new master line with the tagline the "Spirit of Motion." The new bodies featured a forward-jutting grille and fenders and sleek lines that made them appear to be moving while standing still. Later referred to by enthusiasts as the "Sharknose," the bold shapes were conceived by noted designer Amos Northup. By the early 1940s, Graham was fulfilling defense contracts for the war effort instead of building cars. In the mid-1940s.

Pres. Jane Hawley



1939-1940 Graham Sharknose

Introduced for recession-plagued 1938, it underwhelmed the market. The Graham Supercharger was first offered only as a four-door sedan in two trim levels. The Graham-built centrifugal supercharger was the only blower available in a popular-priced car and boosted horsepower on the Continental six from about 90 to 116 for 1938-39 and 120 for 1940. It was quietly dropped in 1940 in favor of the Hollywood, which was based on the Cord 810 dies.

FACTS and Specifications

Pluses of the 1938-1940 Graham Supercharger: Exotic, if bizarre, styling, Good performance, Rarity

Minuses of the 1938-1940 Graham Supercharger: Body parts very scarce, Good examples hard to find

Production of the 1940 Graham Supercharger: under 1,000

Specifications of the 1938-1940 Graham Supercharger:

Wheelbase, inches: 120.0, **Weight, pounds:** 3,250-3,370, **Price, new:** \$1,070-\$1,295,

Engine: cubic Inches 217.8, **Hp:** 116-120, Cylinders: in-line 6, **Transmission:** 3 speed manual

Classifieds

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Club Shirts

For those of you who ordered the new AACA Club shirts, they will be ready to be picked up at the Christmas Party, December 12, 2019. Please bring the necessary funds to pay for them at this time.

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