



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM



LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY



February 2019

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PRESIDENT'S RAMBLING

The holidays are over, it's a new year, and we've had time to start working on the top four goals for the CRAACA. I think we're off to a great start on our Club goals and to having a wonderful upcoming year!!

First goal for the Club was to *get the website up and running*. Our Website Committee continues to work on making ours a website we can be proud of and it will be up and running soon. Ryan Clemens, our website guru, will be demonstrating the webpages at our February club meeting.

The 2nd goal for the Club was to *set up a Tour Committee*. The tour committee has met and a tour/activity calendar is in the works. We look forward to creating interesting tours and events for all of us and our cars. We will strive to find enjoyable roads where our cars can tour at the 45 to 50 mph range – tops! Since it is unlikely that every member will be able to participate in every activity, we are scheduling a variety of events.

The 3rd goal for the Club was to *tweak the Club monthly meetings*. Speakers have been set up through August, with a combination of our own Club experts and outside sources.

The 4th goal for the Club was to work more on *marketing the Club to others*. The website will be our main tool for marketing the Club. Also, we have a couple of stalls reserved at the Model A Swap Meet and will have a car or 2 on display. I'm working on a tri-fold display board to highlight some of our member's pictures with their cars and other pertinent Club information. We will have Club brochures available at any swap meets, car cruises, and car tours we attend. Members from other Clubs will be invited to attend a monthly meeting to see what we're all about. We will utilize free sources for advertisement of the Club and its activities. Our monthly meetings have been added to the Hoopla calendar under Hobbies and Community.

Your Pres, Jane

TRIVIA QUESTION

Ford gets credit for resurrecting the idea of a sporty, long hood/short deck design with the arrival of the first Mustang in mid-1964, which emulated the powerful classics of the Pre-War, golden era. What then-contemporary cars with similar structural architecture did automotive writers of the day forget about and ignore, after being sucked up into the Mustang media monsoon?

JON'S CORNER

1. In what year was the Cedar Rapids Region AACA founded and who was the president?
2. In what year was the Chevrolet Corvair first produced? What was the last year of its production?
3. In what years was the Playboy Motor Car produced?

REGION NEWS & INFORMATION

February 7, 2019, CEDAR RAPIDS REGION AACA MEETING

The meeting was called to order by President Hawley and club members recited the Pledge of Allegiance. Jane Hawley introduced guests: Ray & Susan Haase (from the V8 club). Officers and Board members were also recognized.

Lorrie Erusha from Tanager Place spoke about the facility and thanked us for our Christmas gifts. She also said she thought the kids would love to see our cars & encouraged us to come display them sometime.

Birthdays were recognized: Ken Robertson & Rich Mishler. There were no anniversaries.

Jane Hawley reported that Linda Yoder has treatments every 28 days and is doing well. Lee Votroubek reported that Dale Benskin went to live with his son in Virginia on December 9th.

Dan Ortz made a motion to approve the December minutes as they appeared in the Moto Meter. Seconded by Pete Bischoff. Motion carried.

Sharon Schminke read the Treasurer's Report. Pete Bischoff made a motion to approve the report as read. Seconded by Judy Ortz. Motion carried.

Jane Hawley asked for an update on the Chicago auto show trip on Feb. 15th. Sylvia Copley reported that 4 people had signed up.

Sylvia Copley read correspondence: A thank you note from Carolyn Sweet's family for our memorial donation & a thank you letter from the Kirkwood Foundation for the \$4,500 scholarship donation.

Calvin Reiling reported that the audit had been completed on December 27th and everything looked good.

Jane Hawley said that Mark Stoffer Hunter from the History Center will speak at the February 7th meeting about the Automobile Row Historic District in Cedar Rapids (there will be a \$75 fee). David Juby will bring the projector and his computer for Mark's slide show. Jane also said that at the March 7th meeting Charles Becker from Camp Courageous will speak about the donation from Frank Machek's estate to Camp Courageous (Frank was a long time AACA member).

Jane Hawley reported that Ryan Clemens had been hired to update the CRRAACA website & make it more user friendly. He will be training Sylvia Copley, Jane Hawley, and David Juby how to use the website at a meeting at the Hawley's house on January 7th at 10 am. Anyone is welcome to come & see the updates.

Jane Hawley stated that the first meeting for the tour committee will be held at their house on January 10th at 10 am & will be brainstorming new activity ideas for 2019. Anyone interested can come or give any ideas they have about trips.

Judy Ortz reported that the Mother's Day breakfast will be held on May 12th at the pavilion in Center Point. Starting time probably 7:30 am. Dean Kiefer volunteered to come at 7am to help set up. Lee Votroubek will check with Paul Kumley to see if he will get the supplies.

Lee Votroubek says that Harry Hawley will help him in getting the speaker system to the meetings.

Lee Votroubek stated that he needs help in the months leading up to the Swap Meet. Pete Bischoff conducted Buy-Sell-Trade.

Harry Hawley made a motion to adjourn. Seconded by Jane Hawley.

Sylvia Copley, Secretary

ACTIVITIES AND EVENTS

2019 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>February 11 - Starlite</p> <p>March 11-Leonardos</p> <p>April 8-Devine Decadance-Shellsburg</p> <p>May 6- Culvers Marion</p> <p>June 10-Fairfax DQ</p> <p>July 15-Hiawatha DQ</p> <p>August 5-Freddies near Walmart east</p> <p>September 9- Zio Johnno's-Kmart west</p> <p>October 7 - Bandana's</p> <p>November 11-Fire House Subs-near Lindale</p> <p>December 9 - Big Daddy 16th Ave.</p>	<p>February 7</p> <p>March 7</p> <p>April 4</p> <p>May 2</p> <p>June 6</p> <p>July 11</p> <p>August 1</p> <p>September 5</p> <p>October 3</p> <p>November 7</p> <p>December 5- Christmas party</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>February 19 - Tommy's on west side</p> <p>March 19 - Perkins</p> <p>April 16 - Tommys</p> <p>May 21 - Perkins</p> <p>June 18 - Tommys</p> <p>July 16 - Perkins</p> <p>August 20 - Tommys</p> <p>September 17 - Perkins</p> <p>October 15 - Tommys</p> <p>November 19 - Perkins</p> <p>December 17 - Tommys if need to have!!</p> <p>Meetings will start at 6:00 PM</p>
<p>Special Events</p> <p>Chickasha Oklahoma 29th Annual Chickasha Pre-War Swap Meet March 15-19</p> <p>Hershey, PA. AACA National Fall Meet October 9-12</p> <p>Valentine's Ladies Luncheon See Page 11 for details</p>	<p>Car Tours/Car Show</p> <p>Chicago Car Show Friday 15 February 2019 See Travel Information on Page 10</p>	<p>Treats Schedule</p> <p>Feb. 2019: Lee & Denise Votroubek</p> <p>Mar. 2019: Virg & Sharon Schminke/Carl Ohrt</p> <p>April 2019: Jane Hawley</p> <p>May 2019: David & Brenda Juby</p> <p>June 2019: TBD</p> <p>July 2019: Dean & Joan Kiefer</p> <p>August 2019: John & Barb Maxwell ? Ken and Judy Robertson</p> <p>Sept. 2019: Dan/Judy Ortz /Neil/Karen</p> <p>Oct 2019: TBD</p> <p>Nov. 2019 TBD</p> <p>Dec 2019: Pete & Pat Bischoff</p>

HISTORICAL VEHICLE



In 1910, the Otto Gas Engine Works of Philadelphia, PA began producing automobiles. The early Otto Model 10-A cars were powered by the company's 254 cubic-inch four-cylinder engine rated at 30 hp. They were available as a roadster, demi-tonneau, and a touring car. The wheelbase measured 123 inches and stopping power was provided by two-wheel mechanical drums. The Otto Motor Car Company in New York City was initially responsible for sales, but they went broke in April of 1911. These responsibilities were taken over by the Ottomobile Company of Mt. Holly, New Jersey, but they went into receivership in the summer of 1912. By 1912, the Otto's were powered by a 286 and 318 cubic-inch four, and were called Ottomobiles. The vehicles were then sold direct to dealers. By 1913, the Otto Company was out of the automobile manufacturing business. Photos courtesy of Auta 5P version produced, only between two and four examples are believed to have been built.

Photos courtesy of Auta 5P



Manufacturer	Otto
Model	10-A
Production year	1910
Body type	roadster
Doors	1
Seats	4
Engine position	front
Drive	rear wheel
Fuel	gasoline
Configuration	I-4
Cooling	liquid
Capacity	254 cu in
Bore	4.25 in
Stroke	4.50 in
Compression	?
Valve train	LHV
Valves	8
Carburetor	?
Aspiration	normal
Max Power	30 hp
Max torque	?
Transmission	manual 3 speed
Wheelbase	123 in
Front track	56.0 in
Rear track	56.0 in
Length	?
Width	?
Height	?
Weight	2183 lb
Maximum speed	50 mph
0-60 mph	?

LOVE IS IN THE AIR

Happy Valentine's Day to you who have pried open your wallets and bought the car of your dreams - now dress her up and make her shine and Happy Valentine's Day to all of you who shelled out for a gift to make your significant other happy so you don't have to sleep on the couch again and if you are lucky you can now go out into your garage where she waits for you, your first love.



Ah February. Valentine's Day approaches and love is in the air. I asked my hubby if he had plans for us for Valentine's Day. He replied that he's not good at

"courting." Not true! *Prior* to us getting married 19 years ago he constructed a gas fireplace surrounded by floor to ceiling built in shelves in my house. We went on a cruise and he even used to dry the dishes. Something *changed when we got married!* Anyway, I've been put in charge of Valentine's Day but now I get Valentine's WEEK.

Author: Anonymous

I was home from college for the summer and my parents were gone on vacation and wouldn't be back for a week. In the mean-



time, I was introduced to this girl by another girl that I knew and had dated in college that spring. This young, good looking blond

caught my eye and I decided that I would ask her out. I invite her over to my parents house for a BBQ steak dinner since they were gone. The evening approached and out of the blue my parents show up at four o'clock just 45 minutes before she was to arrive at the house. They had come home five days early from their vacation. I promptly informed my parents they had to leave the house because *I had plans*. Dad was tired from driving all day and resisted strongly but mom came to my rescue and told my dad (in a loving wife way) that they would just go to my mothers beauty shop and watch TV while I entertained this young lady for the evening. Things went really well and we had a really great time. There was just one problem, Mom and dad kept turning the light on in the shop and this young lady noticed. I had to come up with a story so I informed her that they were automatic lights that went on and off for security reason. She bought it and the day was

saved. Little did I know until later that mom and dad would turn off the lights so they could look through the curtains to see if they could catch a glimpse of this blond girl. Needless to say they fell in love with her and so did I. Well, five months later I proposed to her and we have been married 39 years this year. She learned 25 years later when my dad let it slip at the dinner table that he and mom was actually home and were peeping through the window curtains of the shop to see this girl who had caught their sons attention. The ride back home that night provided for some very interesting conversation to say the least.

Author: Anonymous



I was called into Norand to work in the machine shop for a lady while she was on maternity leave. I have never worked in a machine shop before, so this was a new experience for me at the time.

I had a question on a particular part that I was cleaning. Looking around, I saw this person with curly blond hair who had their back to me. I walked up to this person and I said "Pardon me, Miss, but can you help me?" When they turned around, I immediately saw a mustache and said "OH excuse me." I was so embarrassed that I almost forgot what my question was. He knew I had kids but didn't know their names or ages. Later he came over and asked me if I knew of a good babysitter. I really think it was a scam just to give him an excuse to talk to me. I worked at the shop until the lady came back from maternity leave. About a month later I was called back to the shop and this gentlemen and I began spending more time together. He made me laugh and he was always funny. I think that is why I was comfortable around him- and he still makes me laugh 33 later years.

Author: Anonymous

The Pundit

By: Aaron Robinson

A friend was attempting to dutifully maintain his old Bronco by replacing the transfer-case lubricant, he thought the plastic cap of the lube bottle had fallen into the filler hole and down into the case. Figuring it was better to dig it out than let it be chewed to bits, he skinned his knuckles pulling off the nearby power takeoff cover, which was happily glued on with industrial-strength sealant. Seeing nothing, he concluded the cap must have fallen deeper into the case than he thought, hopefully down to the bottom, and he decided to leave it. After scraping off the old sealant and applying a new smear of goo, he reattached the disturbed cover, hoping it wouldn't leak now. Then he noticed the missing plastic cap on the frame rail where it had been all along.

Anyone who has ever embarked on a well-intentioned car project knows the universe doesn't give a hoot about your good intentions. Your attempt to do your car a good deed can easily turn into a soul-sucking quagmire. Just lifting the hood invites trouble. If you stare at an engine long enough, you will find something to fiddle with.

In airplane circles, there's been a lot of talk lately about the radical book called **Manifesto** by Michael D. Busch, a pilot and aircraft mechanic. In a nutshell, he posits that more maintenance equals reduced reliability. Every time you go under the cowl of an airplane engine, Busch believes, you risk disturbing the peace and making it more likely that you will suffer engine problems in the air. The details are for pilots, but the back story here is interesting: In 1943, a British biologist and philosopher named Conrad Waddington was tasked with analyzing the data on a Royal Air Force squadron of B-24 antisubmarine bombers to figure out why so many were grounded so often with maintenance issues. Waddington deduced that most aircraft problems occurred within the first 10 hours after major service. After that, each 10 hours of flying brought greater and greater reliability. Waddington's conclusion was that the ground crews were performing too much unnecessary maintenance, and counterintuitively, reliability was suffering. It took some convincing, but the RAF eventually relaxed the maintenance schedules and aircraft reliability shot up. The British government classified Waddington's data after the war, but analysts at United Airlines in the 1960's inadvertently rediscovered the "Waddington Effect" and implemented it with great savings to the company.

Of course, cars are different. In the aircraft world, the hazards of mechanical failure are greater, and good pilots zealously maintain their planes to old, standardized time schedules carefully tracked in logbook hours. With old cars, our schedules tend to be self-imposed and based on habit or hear-say. Some people change the engine oil every three months, or every 3000 miles, or every 5000 miles, or once a year, or, like migrating geese, whenever they feel a certain shift in the wind that says it's time to get the bucket and funnel.

So, is there a lesson in **Manifesto** for us? Well, old cars sometimes skip a beat, or they leak and squeak, and to a perfectionist whose reference point might be a new car, this can be maddening. The urge to coddle our cars or make them flawless is compelling, but sometimes the cure is worse than the disease, like when you're replacing old parts just because they're old. Let's face it: They don't make stuff like they used to, and tossing that original starter solenoid for a new one from the 1-800 CHINA-COM catalog can invite exactly the kind of stranding you were hoping to avoid. Raise your hand if you know someone who has ripped out perfectly functioning ignition points for a black box only to spend half a Sunday getting towed home.

(Continued on page 11)

The EMF Company

Birth of the Flanders 20 (Continued)

The bad idea Heaslet had was the two-speed transmission; the rear axle just could not bear its strain, the limitations of a two-speed layout of that day are recognized with horror today by antique car buffs and frequently snapped axles were the result. Consequently the unit was replaced in 1911 by the E-M-F three-speed, and Pelletier insisted that the company admit its mistake and offer to exchange two-speed for three-speed on all the cars in the field. Thereafter he sent the new Flanders on numerous endurance runs - path finding for the 1911 Glidden tour on the East Coast, doing the same on the West Coast for the Pacific Highway Association, and sending a roadster over four-thousand-plus miles from Canada to Mexico-to demonstrate that everything was all right now.

Interesting Flanders Owners Manual

Walter Flanders had said pointedly that this new vehicle was designed for use by the owner "who does not keep a mechanic on hand but looks after his own car" and to that end LeRoy Pelletier produced one of the most comprehensive and easily understood instruction books of the day. Whether appropriately or not, it assumed the owner knew nothing at all about a motorcar. The manual warned, for example, that a feather duster should not be used on the body ("it will scratch the varnish") nor gasoline to clean the top ("it will dissolve the rubber in the fabric"). Driving hints included: "Your car won't run without gasoline, oil and water. It is a good practice to always make sure yourself that you have these before starting, even on a short trip." And, "when filling the gasoline tank, always extinguish the lamps and be sure your cigar is not lighted." LeRoy didn't miss a thing.

March 1911

Initially the Flanders 20 was offered in variations on the roadster theme but in March 1911 a fordor, five-passenger tourer was announced at \$800, "the lowest price ever asked for a car with a torpedo type of body." Which it remained until October that year, when Henry Ford lowered his Model T into the \$700 range.

Still, the Flanders should have been a lively competitor for the T. The rear axle problem obviously had upset production initially, but it was quickly seen to. Backstage, however, the goings-on were most unpleasant. Walter Flanders was discovering that his friends Barney and Bill had perhaps been right all along about the Studebakers.

At the factory, Flanders now had things well in hand, with his friends, general superintendent Wollering and factory manager Walbum competently in charge. He had set a thousand-car-a-month production schedule and offered a bonus for every car produced over that number to his workforce "clear down to the office boys and stenographers." When the 1909 World Series was played between the Detroit Tigers and the Chicago White Sox, he declared that if output reached fifty cars a day, half holidays would prevail for everyone so the baseball fans on his team could attend the four games in Detroit. Production records were routinely broken at E-M-F. Sales records were not. This made for a problem. As The Motor World explained it, "the E- M-F factory was going full blast and its product was piling up; in due course, Mr. Flanders called the Studebakers' attention to the fact."

(Continued Next Month)

Eager for Their Inheritance

We are surrounded by stuff that will outlast us. The house and the furniture will go to someone else when you're gone, and because common ceramics are the man-made thing lasting the longest, that coffee mug that says "Grumpy Old Fart" will still be around in thousands of years. Chances are your vintage vehicle has already outlived at least one or two owners. If those former caretakers of your slick machine could see the snot-nosed kid that has the keys now, do you think they would approve?

Already blamed for the death of everything from neckties to napkins, millennials are often pegged as the generation that will bring doom to the collectible-car market—at least according to commonly overheard comments at car shows and auctions that prophesy the imminent collapse of everything good. Baby boomers, the theory goes, still make up the vast majority of classic-car buyers, collectors, and drivers. As boomers exit the hobby one way or another, members of the subsequent Generations X and especially Y, the so-called millennial generation born in the 1980's and 90's, lack the enthusiasm to maintain any sort of demand for old cars and their antiquated, non-computerized technology. Prices will collapse for almost every boomer-iconic vehicle from before the 1980's, which will in turn drag down the entire market.

Although everyone knows, that today's kids don't care about old cars according to data collected by collectible car insurance companies. It's true that baby boomers account for the plurality of demand in the collectible-car market—about 42 percent according to data collected. But as of the fourth quarter of 2017, the most recent data available, Generation X and the millennials have matched the boomers and their elders, the so-called greatest generation, in terms of demand.

And whereas the average buyer is still a boomer (barely right now, the tail end of that generation is in their early 50's), the result of the growth in the overall market and among younger generations in particular means there are as many collectors in their early 40's today as there were collectors in their early 50's eight years ago, and as many early-30's collectors now as there were early-40's collectors then. Younger generations are absolutely entering the collectible-car market to replace those who are exiting, and the continuing extreme popularity of the hobby among boomers should not be mistaken for a lack of popularity among younger collectors.

Also worth noting is the hobby's popularity among boomers is continuing and extreme, despite their advancing age, suggesting that doom and gloom predictions about when a collector begins a sell-off might be exaggerated.

Collectors who decreased their collection size primarily sold off cars from the 1940's to the 1970's, and they primarily sold off American cars. People who increased their collections primarily added cars from the 1980's and 90's, especially cars from Germany.

The younger generations do seem to exert some downward pressure on car prices, or at least on their insured values. In particular, Volkswagens and vehicles from the Big Three American manufacturers are most likely to lose value from one generation to the next. That is partly explained by the fact that younger people simply have less money to pay for cars. Even so, there are some marques that younger generations tend to value more than their original older owners did, including luxury brands such as Ferrari, Porsche, BMW, Alfa Romeo Jaguar, and Mercedes-Benz.

You might not be around to see who eventually inherits your precious collectible, but all evidence suggests that someone out there, someone who might be in diapers, or playing video games on a phone rather than doing algebra homework, will want it. When that time comes, that kid, that snot-nosed, phone junkie, might prove to be not all that different from you.

Source: Hagerty Magazine
By Mike Guilfoyle

THE GREAT ILLUSION

Sometime back, an acquaintance of mine was among the last group of passengers to fly on the now retired Concord supersonic jetliner. I remember he said that as the aircraft was gathering speed and climbing toward cruising altitude, an illuminated sign on the bulkhead announced, "You are now traveling faster than a .45 caliber bullet." He said, "There I was, sitting with my legs crossed and sipping a cup of coffee! Can you believe that?"

After thinking about it, I thought, yes I can. After having had similar experiences regarding the subject, it occurs to me that speed is merely an illusion—at least the sensation of speed is an illusion.

For an example, even my two year old grandson is familiar with perceived versus actual speed even though he might not know it right now. Let me explain further. Recently I was in the park with Creedon, when I notice we were going to be late getting ready to have family pictures taken. I told him we needed to walk fast or we would be late so we needed hurry up. Creedon promptly informed me, "I walk fast. Really, really fast!" When I look down at his little legs that are clearly moving three times faster than mine—a blur of canvas sneakers and corduroy—I realize he's right, he is walking fast.

In the case of the Concord, I'd say, proximity to the ground is probably the primary factor for distorting the sensation of speed. Regarding the Concord, secondary factors no doubt include minimal ambient sound and modest sensation of motion within the cabin.

So, how exactly does this work? And more importantly, how can we best optimize this illusion when we're behind the wheel of our favorite antique sports car? I'm quite happy borrowing the popular quote: "It is more fun to drive a slow car fast." And when my "fun zone" is somewhere between 35 and 45 mph, for the most part it's all nice and legal.

I would add that the size of the vehicle is another factor in creating the sensation of speed. So too is the degree of our participation. Running up and down through the gears adds an element of speed and exhilaration that an automatic transmission fails to deliver. Do you see where I'm going with this.

Ladies and gentlemen, I present to you the Classic MGTD: Poster child of illusionary speed. A miniature body supported by tiny wheels mere inches above the ground? Check. Plenty of participation required of the driver? Check. And a arguably underpowered motor providing plenty of noise? Check and double check.

Regarding the participatory factor in all of this, there are few automobiles that require—or should I say—demand actually greater participation from its driver. Driving a MGTD is more like riding a motorcycle, requiring a full 100% of your attention. It takes both hands and both feet to keep the car between the ditches. Don't try sipping a cup of coffee or calling a buddy while piloting this miniature automobile on anything but a large, dry lake bed.

I often take my TD "Sophie" on a romp through secluded, county back roads, with tight turns and at 30-40 mph speed limit that provide a perfect venue for some spirited afternoon driving.

It is both comical and humiliating to be gripping the steering wheel with all of my might while bipping the throttle for a downshift and powering through a tight turn with my sticky tires squawking seemingly on the edge of adhesion, only to see in my mirror a gardener in a modern pickup truck piled with lawnmowers and grass clippings inches from my rear bumper.

Doesn't he know how fast I think I'm going

dav

Classifieds

Club Members Buy - Sell - Trade

None

TRIVIA ANSWER

The Studebaker Avanti, not to mention the Lincoln Continental Mk. II, before that. They both clearly featured a long hood/short deck configuration. And how about the Jaguar E-Type, among others?

JON'S CORNER ANSWERS

1. The Cedar Rapids AACA club was founded in 1961 with Ralph Moeller president.
2. The Chevrolet Corvair was produced from 1960 through 1969.
3. The Playboy was first produced in 1948 with the last models produced in 1949. (There is one known to exist in Iowa.)

LEGAL DISCLAIMER

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2019 Chicago Auto Show

Friday, February 15, 2019

The cost is \$99.00 but the club is picking up \$30 of the ticket cost for members. Your fee includes bus trip and ticket to show. You are responsible for breakfast, lunch and supper cost. Refund deadline February 1, 2019.

The deadline to pay and go on this tour is past. If you want to still go and haven't paid by the deadline date (January 3rd) you will need to contact and pay directly to Cedar Valley World Travel. Bring your paid receipt to the club treasure and you will be refunded \$30.00 (members only)

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.

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Buick GMC

Bus: (319) 472-4734
800-273-4734
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CARQUEST
AUTO PARTS

Jon Miller

perlman@horimal.com
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Vinton, IA 52349
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CARQUEST OF VINTON
12942

(The Hunter Continued from Page 6)

Somewhere between “if it ain’t broke, don’t fix it” and “if it ain’t maintained, it’ll break” is the ideal amount of mechanical tinkering. If there’s a message in **Manifesto**, it’s that we should worry a little less about the things we should be doing to improve our cars, drop the hood, and go drive.

YOU'RE INVITED TO A

Valentine's Ladies Luncheon

At Olive Garden

367 Collins Rd, Cedar Rapids, IA

ON Thursday, February 14th

Please RSVP to: 360-5599




Tanager Place Christmas tree and gifts provided by the AACACCR club.

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



1904 Pierce-Arrow Motorette



February 2019-Moto Meter