



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM

FACEBOOK: CEDAR RAPIDS ANTIQUE CAR CLUB



LOVED BY SOME, CUSSED BY OTHERS, READ BY EVERYBODY



February 2020

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PRESIDENT RAMBLINGS

Attracting new members is the lifeblood of any kind of club. No matter how good your club is, you'll be doing well if 60-70 percent of the members renew year to year. Any higher rate of retention is way above average. This means that if you have 50 members today and want a larger membership next year, you have a goal of attracting at least 20 new members just to count on adding one person to the membership list! There are some very good ideas we could put into place:

1. Ask a member from another collector car club to do a talk at our club meeting. Jan Wenger from the Model A car club has agreed to speak at our July 2nd meeting about the history of Model A Days. It is suggested that we contact the newspaper and see if they will place a news item about the speaker.
2. Have club business cards made listing meeting date, time, location and phone for members to give out to interested parties.
3. Encourage members to wear club shirts to meetings and other club events.
4. Have a prize drawing every 6 months for members who have brought a guest to a meeting.
5. Have a greeter each month to greet people as they come through the door.

These are just a few of the ideas that we can think about. Every member is important and they need to feel that way.

Pres. J. Hawley

TRIVIA QUESTION

Interest is very much accelerating in the preservation and restoration of technically interesting, sporty Asian cars which were exclusively from outside of the U.S. They're referred to as JDMs.

So what's a JDM? *(Answers on page 11)*

JON'S CORNER

1. In what year did the Ford Motor Company announce a minimum wage of \$5-a-day?

2. In what year did Pierce-Arrow incorporate headlights in fenders?

3. In what year was the Rambler's name changed to Jeffery? *(Answers: Page 11)*

HISTORICAL VEHICLE

1929 DeSoto Six Roadster



The DeSoto marque was founded by Walter Chrysler and introduced for the 1929 model. Chrysler had attempted to acquire the Dodge Brothers, but after that failed, he introduced a competitor of his own. The DeSoto quickly became successful, leading to Chrysler acquiring Dodge a year later. During its first twelve months of production over 81,000 DeSoto's were built. The DeSoto was positioned in the mid-priced class, serving as a lower priced version of Chrysler productions. After Chrysler acquired the Dodge Brothers Company, they were left with two mid-priced makes. The two-make strategy was initially successful, with the DeSoto vehicles priced below the Dodge models. In 1933, Chrysler reversed the market position of Dodge and Desoto, in hopes of increasing Dodge sales. DeSoto introduce the Series SA at the New York Automobile Show in January of 1931. Power was from an L-head six-cylinder engine displacing 205.3 cubic-inches and mated to a three-speed manual transmission. Standard equipment included hydraulic brakes, Delco-Remy ignition, hydraulic shock absorbers, and double drop frame.

Source: Wikipedia and Open Source Internet

Engine Size	205.3 cu in
Drive	Front
Bore	3.25 in
Stroke	4.13 in
Compression	5.2 to 1
Valve Train	L-Head
Valves	12
Carburetor	1 Carter
Max Power	72 hp / 3400 rpm
Max Torque	139 ft lb @ 1200
Transmission	Manual 3 speed
Differential Ratio	4.66 to 1
Tire Size	4.75 X 19
Wheelbase	109.8 in
Length	169.1 in
Weight	2385 lbs.



January 2, 2020, CEDAR RAPIDS REGION AACA MEETING “MINUTES”

The January meeting was held on Thursday, January 2, 2020. President Jane Hawley called the meeting to order, followed by the members reciting the Pledge of Allegiance.

Introduction of Visitors:

President Jane introduced Alan Duit, former scholarship student, who is now a Service Manager at Collins Road Tires. She also introduced Detrick Vondracek, current student at Kirkwood, who is our scholarship student this year. His goal is old car restoration.

Other visitors included: Roger and Jo Lane and Edd Carlsson.

Birthdays: Rich Mishler, Ken Robertson, Tom Oliver

Anniversary: Bob and Carol Schillig

Deaths: None

Illness: Shirley Millard (currently at Mercy), Carl Ohrt (cataract surgery on 1/21)

November Meeting Minutes: Motion to approve minutes made by John Maxwell and seconded by Carl Ohrt. Motion passed.

Treasurer's Report: Treasurer read the report for Nov/Dec. Motion to accept made by Paul Kumley, seconded by Barb Waterhouse-Miller. Motion passed.

Banquets: No Report

Tour and Activities: Social Night on 1/6 at Starlight at 6:00

Tom Oliver reported that the Mississippi Valley Region would be on board for doing a joint activity. The two middle weekends in May would work best. Tom will stay in touch with them and get a joint activity scheduled.

Jane reported that she has speakers planned for the year.

Ladies Luncheon: January 21 at Lou's Deli

Memorials/Flowers: Nothing to report, per Joan Kiefer.

Moto Meter: Nothing to report.

Swap Meet: Lee Votroubek and Jim Smith reported on the new location--Linn County Fairgrounds. Dates are: Saturday, May 9 (Model A Meet) and Saturday, October 3 (CRRAACA Meet). Postcards have gone out to vendors, including dates for both clubs. They want to keep the advertising identical so we can just change the name of the club and the date info. There will be 4 buildings for inside vendors and many places outside for vendors. Maps will be provided. Lee and Jim will meet with the Linn County Fair Board director on 1/20/20 at 6:30 PM to sign contracts and finalize details.

Program: Dave Juby explained the website and what it had on it. Discussion followed. Denise Votroubek and Brenda Juby talked about the Facebook page with assistance from Jeff Fossum and our scholarship student, Detrick Vondracek.

President Jane reminded everyone of the bus tour to Chicago Auto Show on 2/10/20. Departure from Cedar Valley World Travel (6100 7th ST SW) @ 6:00 AM. Reservation deadline is 2 weeks prior to trip (Jan 27). The fee is \$99/person and the club will pay \$30/person to assist members who want to go.

Buy/Sell/Trade was conducted by Detrick Vondracek.

Refreshments served by Jack and Kathi Harville.

Meeting adjourned following a motion by Larry Beatty, seconded by Jack Harville.

Respectfully submitted by Brenda Juby, Secretary

Diagnosing Low Compression

How many of you have run a compression check on your engine only to find that one or more cylinders are not achieving their desired compression. The next thought is never mind the thought, you get the point! The natural first instinct might be to tear into the engine to find the cause, *BUT*, that's probably not the best next step. While some engine issues are easy to visually identify other can be much more difficult. I think and hope most of you agree that it is always best to test and diagnose as far as possible with the engine assembled to determine the suspected cause before tearing down the engine. I found this article in a old car shop manual that was covered with oil and grime in my dad's garage. I think it is still a viable way to diagnose your vintage car engine today.

When cylinder compression is low one of the components of the cylinder is leaking. Fortunately, compressed air can be used to simulate engine compression pressure to help identify the leak path. Once again we will use the compression tester in our diagnosis but with a few modifications. The hose works perfectly as one end threads into a spark plug hole while the other end will connect to the air compressor. Be sure to remove the Schrader valve inside the end of the compression tester hose. This is a one way valve that prevents the compressed air from the cylinder to escape and therefore stabilizes the gauge readings. Next remove the valve cover exposing both intake and exhaust valves of the problem cylinder. One needs to make sure that both valves are closed. This can be done by using a 0.010" feeler gauge between the valve clearance specifications. If it fits under both valves then they are fully closed. If there is no space on one or both valves the engine should be rotated until the lifter is on the cam base circle and then the gauge will fit. Then add compressed air into the cylinder through the compression tester hose. Listen for the sound of leaking air. High pressure is not needed, no more than 45 psi will do nicely. Below are the symptoms and possible causes:

- (1) Air blowing out of the exhaust tail pipe indicates the exhaust valve is suspect for poor sealing. 'This could be a burned or damaged exhaust valve, damaged exhaust valve seat or an exhaust valve that is not fully closing
- (2) Air blowing out of the carburetor or intake port means the intake valve is suspect for poor sealing. Again, the valve or valve seat may be damaged or the valve maybe hanging open.
- (3) Air leaking out the engine breather or oil dipstick tube points to the piston or rings as suspect. A piston my be cracked or damaged, the rings broken, worn or stuck or the cylinder bore extremely worn or damaged.
- (4) Air entering the cooling system indicates a leaking head gasket or a crack in a head or the block. This air leak may not be heard but can be seen as air bubbles in the coolant.

I was recently helping a friend work on his car. We did a compression check which indicated low compression on the #4 cylinder. We then followed up with the above diagnosis test, which revealed air leaking from the intake manifold. This was a concern because intake valves don't experience high heat and burning as exhaust valves do so it shouldn't be leaking. There could be a crack between the valves which is not an uncommon issue with Ford flatheads according to those in the know. After further investigation no cracks were apparent. This lead us to believe the the intake valve seat needed to be lightly ground. He took the engine to a engine shop that had the tools to perform the task. My friend, is still waiting on the engine to come back so he can verify if the light grinding on the intake valve took care of the leak.

dav

Belle's Corner: Gloves

Gloves are an important accessory in the fashion world, yet little is written regarding all of the many styles, types of fabrics, and appropriate lengths for certain occasions.

There are five classes of gloves:

1. **Daytime Formal (for afternoon)**-gloves of soft suede or glace kid. The style was a pull-on, varying in length, worn wrinkled at the wrist, casually covering the bracelets. Sometimes according to the year's "fashion decree," an expanse of arm showed between the glove and short sleeve or a formal, day-time frock.
2. **Daytime Informal**-gloves of heavy suede or kid, doeskin, mocha or chamois for summer; in style, plain pull-on. There may have been inserts of contrasting colors, stitchings, piping, cuffs and what-not, dictated by fashion (or a craze) but they were never in perfect taste.

Colors chosen harmonized with the ensemble's color plan; gray, brown, tan, some white and some black; darker tones for fall and winter.

3. **Informal**-heavy doeskin, antelope, yellow or white chamois, pigskin. The style was pull-on or one button, open seams, hand stitched, loose and swaggery.
4. **Evening Informal**-Glace kid, suede; style-pull-on or mousequetaire.
5. **Evening Formal**-Suede; style-mousequetaire, long and wrinkly. Colors-white with tinge of cooler, pastel tones and black.

Pull-on evening gloves without buttons were not as popular as the ones with buttons which were more easily removed. Quite naturally, one removed the gloves when she was dining and put them on when she went to the theater. Some wore them while dancing; other so not. One glove would be removed, depending on whether the woman was right or left handed.

Gloves made the gesture of good taste in their harmony with the ensemble in idea color and texture. An incongruous glove would ruin a correctly completed costume; for instance, suede gloves with a sport spectator outfit. A pair of wool mittens would be in better taste, but-no doubt the exacting lady preferred pigskin!

In gloves, more than any other article of apparel, "a stitch in time saves nine," and often many more; for when the broken stitch is neglected, the pushing and pressing of fingers toward the tips, the bending and straining of the palms in lifting and handling things, buttoning and unbuttoning wraps rapidly ruined a damaged glove beyond repair. Gloves would have been kept clean. Washable gloves were often a wise choice where frequent soiling was unavoidable. Care would have been taken while the gloves were being worn. They were not to be treated as roughly as fingers. Friction would have been avoided, such as opening and shutting the clasp of a handbag.

The right way to put on gloves was to insert the fingers and gradually fit each one before inserting the thumb. Then the thumb was inserted and the glove worked on well before it was fastened.

The right way to remove gloves was to turn them back about half way and pull them off. This relieved the strain on the glove fingers, which would cling to the hand. If gloves were not properly removed, strains and tears were bound to appear. After gloves were removed from the hands, a lady would blow into them, pull them gently lengthwise, and lay them flat. Lack of this care caused the skin to crack and pull away from the seams, because the moisture from the hands remained in the gloves when they have not been allowed to air dry thoroughly.

Beneficial results would be obtained by following these directions in washing gloves: Fit the gloves on the hands. Wash them well, using pure soap (not detergents). Rinse fabric in clear water. After a thorough cleansing in tepid soapy water, rinse washable leather gloves in clean, tepid water. Squeeze out all possible water with the towel. Remove the gloves from the hands, Do no wring our twist them, Pull the fingers by blowing into them, then lay them on a towel to dry. Never expose them to the sun. Do not put them on hurriedly. Do not forget that "the wear depends on the care."

By: Running Board Boque, Edie Jones, 1983

Laws for Automobile Restoration

1. **JURGEN'S LAW:**
Leak proof seals will leak
2. **HAWLEY'S FIRST LAW:**
Self-starters will not start
3. **MILLARD'S FIRST LAW:**
Interchangeable parts will not fit.
4. **KIEFER'S LAW OF ENGINE REPAIR:**
Any tool dropped while repairing your car will automatically roll to the most inaccessible point of the floor underneath
5. **MEEKER'S LAW OF ENGINE REPAIR:**
Any small part dropped while working on the engine will never hit the ground.
6. **OHRT'S POSTULATE:**
One more turn on the screw chips the paint; one less is too loose.
7. **REILING'S POSTULATE:**
If it jams, force it. If it breaks, it needed replacing anyway.
8. **THE RULE OF JUBY:**
Anything you fix will take longer and cost more than you thought.
9. **VOTROUBEK POSTULATE:**
If it works, don't fix it.
10. **REYNOLD'S FOURTH LAW OF UNRELIABILITY:**
An exact duplicate part of the original will not fit, and will usually cost more than the original part.
11. **ROBERTSON'S LAW:**
The last nut or screw is the hardest to remove.
12. **HARVILLE'S LAW OF LANGUAGES:**
Made in "Taiwan or China" means "poor fit"
13. **MELVIN'S DERIVATIVE:**
The more difficult it is to assemble and fit a part, the more likely that you will leave the gasket out.
14. **STALLMAN APHORISM:**
There is always one "wise guy" in the crowd to tell you what you did wrong with your restoration.
15. **SMITH'S LAW OF APPLIED TERROR:**
When your car breaks down on a tour, it will need the spare part you left at home.
16. **HAWLEY SECOND LAW:**
The part needed most often (or most desperately) needed is the one on back order.
17. **KUMLEY'S COROLLARY:**
The part most often broken is the one that can't be replaced.

Hope you enjoyed these truisms and the liberty I took to improvise names of people we all know. :) *dav*

SOLIDARITY STRAINED

Most of you listened or read in the mainstream media about the Union strike at GM this past fall. The UAW's 40-day strike against GM last September was the longest since 1973, with one million work days lost. Some concessions were won, but problems still remain. I found this story on the Internet that seemed to be unbiased and gave a very good picture of the strike from a historical point of view. Some of you will agree and some will not but that's okay.

On January 11, 1937, at the Fisher Body Plant No. 2 about 50 policeman tried to storm the idled auto plant to dislodge striking workers and end the great Flint sit-down strike. "A group of men in the doorway turned a fire hose on the police," along with a shower of milk bottles, heavy nuts and bolts, and other missiles rained from second floor windows on the police and strikers below. Hand-to-hand fighting broke out on the street." The police opened fire, and in a storm of blood, bullets, and busted bones, the UAW became a national labor organization.

Although its history has often been tumultuous, the union's biggest challenges might still lie ahead. September 2019, the UAW stuck General Motors (GM) in what would prove to be its longest walkout in 50 years. When it ended in late October, the union had wrestled some concessions, but the troubles at Solidarity House, the UAW's Detroit headquarters, were only mounting.

President Gary Jones, who led the UAW through the recent GM strike, quit shortly after the settlement amid a federal corruption probe. The yearlong investigation had already seen several ranking union officials charged with embezzling over 1.5 million dollars of workers' training funds to blow on high living.

Even without the scandals, the UAW's role in post-industrial America had been growing more precarious. From a peak membership of 1.5 million in the late 1970's, the union has shrunk to fewer than 400,000, having shed 35,000 members in 2018 alone. Its mission, including preserving good pay and benefits, limiting "temporary" workers who are paid less, and keeping factories open that are targeted for closure, seems increasingly difficult in a global economy where manufacturers have chased the cheapest possible cost across borders and oceans while fewer Americans have any job security or benefits.

There's no denying that the union has delivered, especially for older workers. In 2020, Ford expects health care costs for its 55,000 hourly employees to exceed \$1 billion for the first time ever, partly because UAW members pay just three percent of their health care costs, compared to 18 to 30 percent for workers with employer-supplied coverage in the rest of the economy. Although up to 20 percent of the workers in Japanese-run factories in the U.S. are temps, in its latest contract with Ford the UAW has kept the percentage capped at eight percent company wide. GM has agreed to hire temps with three years of service.

Despite the wins in this year's talks, the union was unable to save from closure several plants, including the much publicized (and politicized) GM plant in Lordstown, Ohio. And it knows, all too well, that if the Detroit automakers collapse-as two did in 2009-everyone will suffer. Thus the UAW has hard days ahead trying to hold on to what those sit-down strikers shed blood for back in 1937: *ensuring that assembling cars in American remains a solid middle-class job.*

By Aaron Robinson

UPCOMING ACTIVITIES AND EVENTS

2020 CEDAR RAPIDS REGIONAL CALENDAR

Upcoming Events February 2020

Club meeting—February 6th. “Catherine McAuley Center” by Jennifer Tibbits.

Social Night; February 10th at Bandana’s TIME: 6:00 PM Located at 3707 1st Ave SE.

Chicago Auto Show February 10th. Depart at 6 AM from Cedar Valley World Travel @ 6100 7th St SW. Reservation deadline at least 2 weeks prior to departure. Price is \$99 per person.

Ladies Luncheon—February 18th at Edison’s at 475 Northland Ave NE at 11:30 AM. Shop Stuff’s.

Board meeting—February 18th at Scott’s Restaurant at 6:30 PM.

Upcoming Events March 2020

Club meeting—March 5th. “My Collection of Banks” by Lee Votroubek.

Social Night at Zio Johnno’s at 6:00 PM on March 9th at 3120 Edgewood Rd.

Ladies Luncheon—March 17th at Chrome Horse at 1201 3rd St SE at 11:30 AM. Visit African American Museum.

Board meeting—March 17th at 16th Ave Grill at 6:30 PM.

Upcoming Events April 2020

Club meeting—April 2nd. **Annual Auction with Carl Ohrt as Auctioneer.** Bring anything in good condition to sell. Also selling baked goods.

Social Night at Leonardo’s on April 6th at 6:00 PM. Located at 2228 16th Ave SW.

Garage Tour on April 11th starting at 9 AM by John Williams and Lee Votroubek.

Ladies Luncheon—April 21st at 11:30 AM at Kava House in Swisher. Shop boutiques.

Board meeting—April 21st at 6:30 PM at Scott’s Restaurant.

Upcoming Events May 2020

AACA club meeting program on May 7th. “Quilts” by Joan Auterman and Marlene Meeker.

Mother’s Day May 10th. Breakfast 9 AM

Social Night at Culver’s in Hiawatha on May 11th at 6:00 PM.

Ladies Luncheon—May 19th at Kalona. Location TBD.

Board meeting—May 19th at 16th Ave Grill at 6:30 PM.

Upcoming Events June 2020

AACA club meeting program on June 4th. “Straightening Decorative Brass for the Car” by Greg Lane.

Social Night at DQ in Fairfax on June 8th at 6:00 PM.

Ladies Luncheon at Okoboji Grill in Independence on June 23rd.

Board meeting—June 23rd at Scott’s at 6:30 PM.

Father’s Day—June 21st. Deb’s Ice Cream in Ely 2 pm.

Upcoming Events July 2020

AACA club meeting program on July 2nd. “History of Model A Days” by Jan Wenger.

4th of July Picnic in Fairfax 7/4

Social Night at Odies in Ely on July 9th at 6:00 PM. All you can eat shrimp!

Ladies Luncheon in Amana on July 21st. Location TBD.

Board meeting—July 21st at 16th Ave Grill at 6:30 PM.

ACTIVITIES AND EVENTS

2020 CEDAR RAPIDS REGIONAL CALENDAR (Continued)

Upcoming Events August 2020

AACA club meeting program on August 6th. "History of the AACA" by Lee Votroubek.
Social Night at Culver's in Marion on August 10th at 6:00 PM
Ladies Luncheon in Manchester at Betty's Bread Basket on August 18th. Meet at Sylvia's house at 10:45
Board meeting—August 18th at Scott's at 6:30 PM
Lawn Party at Barb Miller's. Date TBD

Upcoming Events September 2020

AACA Club meeting on September 3. Ken Allers, Community Programs Manager from Cedar Valley Human Society.
Social Night at Kava House in Swisher on September 8th at 6:00 PM.
Ladies Luncheon on September 15th at 11:30 AM at Midtown Station located at 715 2nd Ave SE with shopping/tour at Restore at 350 6th Ave SE.
Board meeting on September 15th at 16th Ave Grill at 6:30 PM.

Upcoming Events for October 2020

Swap Meet—October 2nd. Central City Fair Grounds.
October 5th Social night at 6:00 PM Parlor City Pub & Brewery located at 1125 3rd St SE.
AACA Club meeting on October 7th (Wednesday) at 7 pm. Linn County Historical Society "History of Lincoln Highway"
Ladies Luncheon on October 20th at Cedar Ridge Winery in Swisher.
Board Meeting on October 20th at Scott's at 6:30 PM.

Upcoming Events November 2020

AACA Club meeting on November 5th. Program TBD.
Social Night November 9th at Olive Garden at 6:00 PM.
Ladies Luncheon on November 17th. Location TBD.
Board meeting on November 17th at 16th Ave Grill at 6:30 PM.

Upcoming Events December 2020

AACA Club Christmas party on December 3rd. Time TBD.
Social night—December 7th at Bushwood at 6:00 PM

Treats Schedule for 2020

January 2-Jack & Kathy Harville

Feb. 4th-Sherry Melvin/Clyde & Sue Melvin

March 5th-Jeff Fossum

April 2nd-Dean & Joann Kiefer

May 7th- Lee/Shirley Millard, Marge/Frank Reynolds

June 4th- Steve & Ann Brown

July 2nd-Barb Waterhouse-Miller

August 6th-Tom & Joan Auterman/Ken & Judy Robertson

September 3rd- Dan & Judy, Neil & Karen

October 5th- TBD

November 5th-TBD

Racing Through History: Motorcycles in America

The motorcycle started smoothly, began to chug quietly along the country road, accelerated to 30 mph, and briskly climbed a very steep hill. The machine had plenty of power in reserve, allowing its rider to slow his speed midway up the incline and then increase power for a fast ascent. It was June 1901, in Springfield, Massachusetts, and Hedstrom had just turned a challenging slope into a molehill for the benefit of the local reporters he had persuaded to come out to watch the debut ride of his newly designed motorcycle. When the story and photos hit the newspapers, the Indian Motorcycle Company was on its way to becoming an American icon.

The Indian motorcycle Company began as a joint venture between Carl Oscar Hedstrom and George Hendee. Hedstrom was a skilled machinist who had experience designing motor-assisted bicycles, which were used as training machines and pacers by bicycle racing teams at the turn of the twentieth century. George Hendee was a national bicycle racing champion and Massachusetts bicycle manufacturer. Hendee had seen one of Hedstrom's motorized pacers at a Madison Square Garden bicycle race and admired the machine. He was interested in building a similar light, motorized road machine that would completely free the rider from the drudgery of pedaling and provide everyday transportation. When the two men discovered that they shared the same vision, they decided to become partners and build motorcycles at Hendee's factory.

The two men initially produced their motorcycles under the Hendee Manufacturing Company's name; however, they eventually renamed their company the Indian Motorcycle Company. Within four months of the founders' initial meeting, the new partnership had produced its first motorcycle. This first machine was a finely integrated vehicle, far surpassing other motorcycles of the day.



scores and helped boost sales for

Records and accolades continued 1903, Hedstrom reached the 100 mph on an Indian making Indian motorcycle in the world. In 1904, Exposition (St. Louis Worlds Fair), medal for mechanical excellence,

motorcycle speed record fell to Indian when an Indian was ridden from San Francisco to New York in just 31 days. With numerous records under its belt, the Indian Motor cycle Company's first decade was a good one, and the second decade promised to do even better. By 1911, Indian held the top positions in all 126 motorcycle racing categories recognized by the American Federation of Motorcyclist, and by 1912, it was the largest producer of motorcycles in the world.

At this time, however, there were more than fifty other fledgling motorcycle manufacturers in the United States for Indian to contend with, and one of these companies a small Wisconsin firm, was quickly rising to prominence and would eventually challenge the Indian Motorcycle Company's dominance.

(Cont. next month)

By the end of 1901, the "Wigwam," as the company's factory eventually became known, had produced three motorcycles. Two of these vehicles were taken on tour and entered in American and English motorcycle races, while the third was sold. Following this public debut, there was an immediate demand for Indians. In these early days, Hedstrom and Hendee focused on giving their new motorcycles quality engineering and construction, and they publicized these strengths by setting speeds records and entering their machines in endurance races



1905 single-cylinder Indian Motorcycle cost \$200. Top Speed 25 mph.



and design competitions. In 1902, Indians were equipped with belt drives, and to showcase the motorcycles' reliability, the company entered three of them in a rigorous endurance race from Boston to New York. The machines earned perfect the fledgling company.

to come Indian's way. In unheard of top speed of 56 motorcycles the fastest at the Louisiana Purchase an Indian won the gold and two years later, another

Motorcycles and Hollywood

Part of what has made motorcycles icons of American culture is their prominence in movies and in the lives of movie stars. Arguably, the association between motorcycles and movie stars began with Marlon Brando, who rode a (1) in the 1953 film *The Wild One*. Two years later, the association between motorcycles and movie stars was reinforced by James Dean, who zipped on and off the movie sets on *Rebel Without a Cause* and *East of Eden* on one of his many motorcycles. Other prominent stars like Steve McQueen and Elvis kept the tradition going strong into the next decade.

Steve McQueen, who built a collection of more than two hundred rare motorcycles, rode a (2) in the 1963 film *The Great Escape*. Elvis Presley, who also collected motorcycles, wanted to ride a Harley-Davidson in his 1964 movie *Rebustabout* but was overruled by the producers. They felt that the Harley-Davidson might give him a negative image and insisted that he ride a (3) instead. The most famous motorcycle to come out of Hollywood in the 1960's, however, was probably the heavily customized (4) ridden by Peter Fonda in the 1969 film *Easy Rider*. With its ridiculously raked telescopic forks, ape hanger-style handle bars, ultra-high passenger backrest, and gas tank painted with the Stars and Stripes, it was the ultimate expression of personal freedom during a turbulent time in America that was in the midst of being refined.

More than forty years after the release of *Easy Rider*, Hollywood's love affair with the motorcycle is far from over. Today, stars like Tom Cruise, George Clooney, and Jay Leno carry on the tradition of Hollywood celebrities riding motorcycles, and as long as motorcycles offer wind-in-your-hair, open-road freedom and excitement, they will likely continue to be a part of movies, movie stars' lives, and the fantasy worlds they both bring us.



The Wild One (1)



Rebel without a Cause (2)



The Great Escape (3)



Easy Rider (4)

Hollywood Motorcycles

Can you identify the year and make of motorcycle that was used for each of these famous movies? (1, 2, 3 and 4 answers on page 13)

Classifieds

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JON'S CORNER

1. The \$5.00 per day wage was issued in 1914.
2. The Pierce-Arrow headlights were incorporated in the fenders in 1914.
3. The Rambler's name change took place in 1914.

TRIVIA ANSWER

JDM is an acronym for Japanese Domestic Market. In other words, those Japanese models that were never officially exported to, or transplant-manufactured in, places like America. Thereby keeping them exclusive to their home market.

Including such unobtainium as the Rally-inspired Nissan Skyline, Toyota Soarer, Mazda Cosmo and more.

Developed during the height of Japan's booming economic expansion, many are now achieving 25-year old, Antique automobile status. Which is why they're starting to make their way here now, because they're at the point where they can be legally imported.

1. 1050 Triumph Thunderbird
2. 1961 Triumph TR6 Trophy
3. Honda 350 Superhawk
4. 1953 Harley-Davidson Roadster

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