



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM



LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY



January 2019

2018 Regional Board Members

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jhawley50@msn.com
- Vice President:**
Larry Yoder 319-350-4339
- Secretary:**
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- Treasurer:**
Sharon S 319-377-3772
- Flowers**
Shirley Shannon 319-848-4419
- Directors:**
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Judy Ortz

TRIVIA QUESTION

Front-wheel drive has been in existence for longer than most people imagine. When did it first appear on a self-propelled vehicle?

Chicago Annual Car 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.
For more info. see page 10.

PRESIDENT'S RAMBLING

When I was asked if I'd run for CR Region AACA President, I answered "I'll think about it." Next thing I know is I am voted in unanimously (because there were no other candidates). Kidding aside, I am excited about the opportunity to serve the Club in this position. I am a recently retired government worker (2016) and have some extra time on my hands and seeking a purpose. My last job I held was with the Department of Correctional Services, where I put criminals to work. I've dealt with robbers, sex offenders, murderers, and fraudulent clients to name a few. I think I can handle the Club members! I must warn you that I will be using my gavel, if needed.

As I've thought about my new responsibilities I have identified some issues and set some goals for the Club. These issues were expressed to me from other Club members or former Club members.

First thing is *getting the website up and running*. Ryan Clemens, my former assistant at the Department of Correctional Services, has been hired to be our temporary Webmaster and trainer. Ryan is proficient in website design/maintenance and a fantastic graphic designer. Ryan will be cleaning up the website and make it more user-friendly. Ryan will be training Sylvia Copler, Michele Ricardo, and me to eventually take over the Webmaster responsibility.

The 2nd goal for the Club is to *set up a Tour Committee*, which I will lead. We will meet with those interested and put together a tour schedule. We will be planning tours as a group so we'll not only share the work but also share the fun! We're going to look for things to do for the whole family to encourage our children and grandchildren to take part. Our tours will not be rushed. The speed of the vehicles will be moderate and not FAST!! Lastly, the tours will be set up to stay together and not drift apart from each other.

The 3rd goal for the Club is to *tweak the Club monthly meetings*. That's where my gavel comes in: no talking over others, no side conversations, no arguing.

I'm working on speakers and have January and February scheduled. In January, someone will be coming from Tanager Place to talk about their cottages and in February Mark Stouffer from the History Center will be speaking to us about The History of Automobile Row. If anyone has other ideas for speakers please let me know.

The 4th goal for the Club is to work more on *marketing the Club to others*. One way to achieve this is to do a better job using the AACA website to reach prospective members. Another way to market the Club is at Swap Meets, car cruises, and car tours.

I plan to help the Club work on these goals and need all the help and cooperation I can get!

President: Jane Hawley

REGION NEWS & INFORMATION

December 6, 2018, CEDAR RAPIDS REGION AACA MEETING

A short meeting was held before the Christmas party.

Judy Ortiz reported that the board recommended giving \$4,500 to Kirkwood for scholarships for automotive students. Jon Reynolds made a motion to send \$4,500 to Kirkwood for scholarships. Shareen Melvin seconded the motion. Motion carried.

Judy Ortiz asked for 3 volunteers for the audit committee. Audit needs to be completed before the January meeting so a report can be given. Michele Ricardo, Calvin Reiling, and Sharon Schminke volunteered.

The board voted to pay \$30 towards the \$99 cost of the bus trip on February 15th to the Chicago Auto Show. For those interested they should write a check to CRAACA for \$69 and the club will write one check to the bus company. Payment is due by the January meeting. On Monday Jon Reynolds will contact the bus company and try to reserve 20 seats.

December birthdays and anniversaries were recognized.

Judy reported that Linda Yoder has cancer in her back (lymphoma) and started treatment today. Shirley Millard said that Shirley Shannon is doing a lot better & getting stronger.

Judy asked for someone to bring treats in January. Shareen Melvin & Clyde & Sue Melvin volunteered. Dave Juby asked that a sign up sheet be sent around so the list could be printed in the January Moto Meter.

Jane Hawley reported on the board decision to buy gifts for needy children. We have adopted a new cottage at Tanager Place for eight children. The gifts need to be there by December 21st. A wish list will be provided and Jane & Harry Hawley & Michele Ricardo will do the shopping for the gifts.

A drawing for prizes was held after the meal. Thank you to Pete & Pat Bischoff for getting the prizes and a big thank you to Amelia (Tiny) for being such a good elf and helping to distribute the prizes.

Sylvia Copler, Secretary

JON'S CORNER

1. In 1909 what was the average human life expectancy in the US?
2. In what type of business was gasoline available for automobiles?
3. What was the maximum speed limit for vehicles in most cities of the US?

ACTIVITIES AND EVENTS

2019 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>January 7 - 16 Ave. Grille</p> <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 John's-Kmart west</p> <p>October 7 - Bandana's</p> <p>November 11-Fire House Subs-near Lindale</p> <p>December 5</p>	<p>January 3</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>January 17 - Perkins on Collins Rd.</p> <p>February 21 - Tommy's on west side</p> <p>March 21 - Perkins</p> <p>April 18 - Tommys</p> <p>May 16 - Perkins</p> <p>June 20 - Tommys</p> <p>July 18 - Perkins</p> <p>August 15 - Tommys</p> <p>September 19 - Perkins</p> <p>October 17 - Tommys</p> <p>November 21 - Perkins</p> <p>December 19 - 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>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>Jan. 2019: Seri, Clyde & Sue Melvin</p> <p>Feb. 2019: Lee & Denise Votroubek</p> <p>Mar. 2019: Virg & Sharon Schminke</p> <p>April 2019: Jane Hawley</p> <p>May 2019: TBD</p> <p>June 2019: TBD</p> <p>July 2019: TBD</p> <p>August 2019: TBD</p> <p>Sept. 2019: Dan/Judy Ortiz, Neil/Karen</p>

HISTORICAL VEHICLE: De Dion Bouton BO Model 175



Manufacturer	De Dion-Bouton
Model	Type BO 175
Production year	1909
Body type	tourer
Doors	2
Seats	4
Engine position	front
Drive	rear wheel
Fuel	gasoline
Configuration	Inline 1
Cooling	liquid
Capacity	62 cu in
Bore	?
Stroke	?
Compression	
Valve train	F-head
Valves	2
Carburetor	?
Aspiration	normal
Max Power	9 hp
Max torque	?
Transmission	manual 3 speed
Wheelbase	?
Front track	?
Rear track	?
Length	?
Width	?
Height	?
Weight	?
Maximum speed	28 mph
0-60 mph	?



De Dion-Bouton was the largest European car manufacturer during the early years of the Twenty Century. The model BO 175 was offered with different body styles that were available from several coach builders. This car was bodied by Grand Garage de la Bourse in Le Havre in 1909. The car was exported to England early in its existence. It was first registered there in 1921. The original color of the car was blue. It was first restored in England in the fifties. The restorer changed the color to red. During the period from 2008/2009 the car was restored a second time by a professional restorer in Slovakia. Today the car is white and in excellent condition. It has been used for several veteran car events in Europe. The present owner bought the car in 2014. Only a handful of De DionBouton BO 175 models have survived. Photos courtesy of Auta 5P.



The Hunter

By: Wayne Carini

Like many people in this hobby, I've bought and sold my fair share of old cars. But not all the cars I've let go have left go of me, and there are certain ones I came to regret getting rid of—for practical reasons, for their cool factor, or, more often than not, simply because of the nostalgia they filled me with

The first car I truly loved was a beautiful green 1966 MGB. I bought it in 1967 when I was 15. The owner—a friend of my dad's damaged it by running the engine out of oil. I had planned on rebuilding it myself but to reward my good grades, Dad surprised me with an engine rebuild at Candy Poole's Sports Car Shop, which was just down the road in Glastonbury, Connecticut. Before reinstalling the engine, I detailed the engine bay, and I was so proud of my work that I left the hood off all summer.

One day a woman stopped in to see Dad about a car he was restoring for her, and she fell in love with my MGB. She offered to trade her 1966 Corvette straight up, one heck of a deal for me. My father warned the I wouldn't be able to get insurance, but I went ahead with the trade anyway. I regretted it immediately, because he was right: I couldn't afford the insurance. I garaged the Corvette and bought a \$50 Volkswagen as my daily driver. Once a month, Dad would let me use a dealer plate so I could drive the Corvette.

During my senior year of high school, Dad told me he wasn't going to pay for my college tuition. He reminded me that I had that Corvette sitting in the garage. I took his not-so-subtle hint and sold it for more than double what I had in it, and I was able pay for two years ' tuition. Letting that Corvette go was hard; I can't imagine how tough it would have been had I been able to drive it.

Several years ago, a dealer friend told me he'd just gotten a one-owner 1959 Alfa Romeo Spider Beloce. I loved the little Italian rag top and bought it immediately. I'd planned to keep it, too but a regular customer of mine wanted it so badly that he kept tossing offers until I agreed to sell it.

After a year, he told me he was going to trade it in on a new Ferrari. Instead, I paid him the trade-in value. Having bought the Alfa twice, I learned my lesson and won't ever let it go again.

For a long time my dad restored cars for a Model A museum. When he decided to sell his 1939 Ford Standard Woody Wagon to the museum, I helped restore it first, which included hand sanding much of the original wood. In the center of the back of the car was a great dealer decal from Bownen's Garage in Eastford, Conn.. It declared; "Sold but not forgotten.

After some time, the museum closed. Most of its contents were dispersed far and wide, but the owner offered the Ford Woody back to my dad. He passed.

Years later, I was visiting a private collection in Massachusetts and—lo and behold!—there was a the 1939 Standard Woody. When I walked around the vehicle and saw that dealer decal, I jumped at the chance buy "my car" back. I even bought a wooden canoe to put on top.

Eventually, I sold the woody at auction so I could buy another car. The Ford went to a collection in New Hampshire, but I lost track of it when the collection was sold off. I've always wished I had that woody back.

There was another car from that Model A museum that I always wanted to find again. When I was a kid, Dad would go to Ford dealers to buy new old stock parts. *(Continued on page 11)*

The EMF Company

Bad Times at E-M-F

Meanwhile, Walter Flanders was having an awful time of it at E-M-F, where now he was both president and general manager. Firstly, he was being outdone by Henry Ford who was under-selling him and out-producing him in a factory the production setup for which had largely been his doing (.

Secondly, Frederick Fish had moved to reorganize E-M-F. He had proposed to merge the two companies, but Flanders resisted. Instead, Flanders became president of the company, but Studebaker men were placed in all of the leading administrative positions, sparking obvious resentment of many of the E-M-F people.

DeLuxe Motor Company

Consequently, in July 1909, he talked the Studebakers into helping him buy the DeLuxe Motor Company, whose high-priced car had been given a death rattle soon after birth, but whose Detroit plant was admirably situated and equipped. Several other companies were interested in it as well but as The Automobile reported, "Walter Flanders shattered all previous speed records by opening negotiations in the morning and turning over the cash in the afternoon [\$800,000 was the widely-guessed figure, neither confirmed nor denied], closing the deal before others knew what was transpiring."

Birth of the Flanders 20

He took possession two hours later, transferring 150 of his men to DeLuxe immediately, since all tools and, patterns for the car to be built there had already been prepared in anticipation. About it, LeRoy Pelletier would say only that it would be called the Flanders "20" , would have a 100-inch wheelbase, would sell in the \$750 range, and would be "a full- sized automobile, not a dinky affair as one might expect at the price indicated." The price was even lower than the Model T, though Henry Ford would soon fix that. A production of 25,000 cars was planned for 1910. Only one-fifth that figure was realized.

Because William Kelly had left the company with his erstwhile partners, Flanders had been forced to come up with a new chief engineer. He settled upon James Heaslet, a self-taught mechanic who had previously bounced around among various small assembled car manufacturers in the field. Heaslet had one good idea and one bad one. The good idea was the multiple uses to which the underframe was put; the engine, magneto, radiator, pump, carburetor, steering gear and dash were all carried on this subframe which consisted of two parallel steel tubes which in turn were supported on cross members secured by four bolts. This simplified manufacture and allowed the low price, and the removal of those four bolts made for a quick and easy lifting of the entire unit from the chassis. This commended itself admirably to commercial application; replacing a unit, which took five minutes at most, meant that any single car in a fleet could be kept in service at all times. This may have been considered, but the E-M-F idea was even more ambitious than that. As Pelletier wrote, "We expect this feature to revolutionize present garage practice which necessitates laying up the car for days at a time while some minor repair is being made. In case of any repair or replacement in a Flanders '20,' however serious or simple, the easiest way is to replace the entire unit, send the owner away rejoicing with his car and then, when time best suits and with parts most accessible, make the necessary repair at a minimum of time and expense. *(The "Bad Idea" will be continued Next Month)*

CRRAACA 2018 Christmas Party Pictures

Our evening started with members socializing at the Hiawatha Community Center. A short business meeting took place to clean up last minute task before the close of FY 2018. The Christmas party was opened with a prayer by Jon Reynold and then a great evening of great fellowship followed. Later names were drawn and gifts were passed out to the members, where everybody received a gift. A BIG THANK You is extended to Pete and Pat Bishop for their effort in securing the items that were handed out as gifts.



This club member was visited by one of Santa Clauses Elfs (TINY). This elf must be a great listener - just look at the size of those ears.

Classifieds

Club Members Buy - Sell - Trade

None

TRIVIA ANSWER

Front-wheel drive has been in existence for longer than most people imagine. When did it first appear on a self-propelled vehicle?

JON'S CORNER ANSWERS

1. The average human life expectancy in the US was 47 years.
2. Motorists purchased gas for their vehicles in drug stores only.
3. The maximum speed limit for vehicles in cities was 10 mph.

LEGAL DISCLAIMER

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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

NOTE

The deadline to pay and go on this tour is at the January 3rd meeting unless you have already paid. The Club has reserved 20 seats. If you want to go and haven't paid by the deadline date you will need to contact and pay directly to Cedar Valley World Travel.

Classifieds

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<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>A place like home...</p> <p>Country Kitchen 699 7th Ave. Marion, IA 319-377-8627</p>	<p>Collins Road Tire - Independent Dealer</p> <p>GOODYEAR AUTO CENTER</p> <p>Mike Offerman Owner</p> <p>100 Collins Road NE • Cedar Rapids, IA 52402 (319) 377-8686 • (319) 377-2064</p> 

(The Hunter Continued from Page 6)

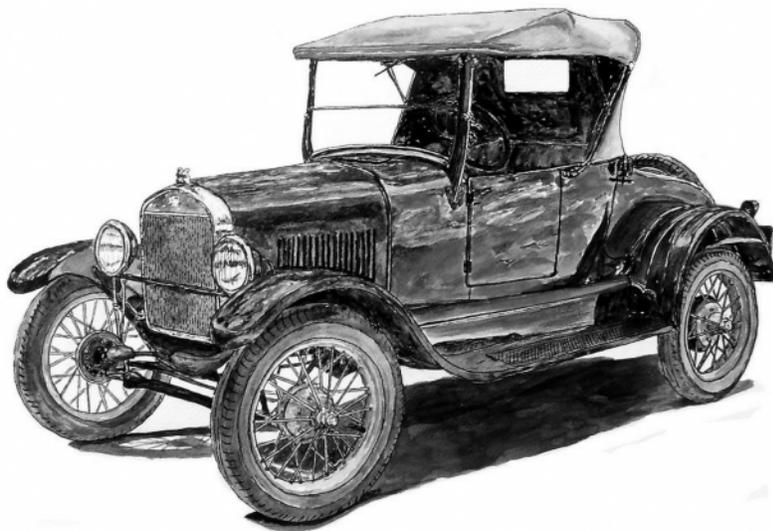
The original unit may later be replaced in the car-or if the condition, as to wear, of the two units are about the same the change need not be made-the owner simply charged for time and material in making his unit good." A very interesting notion.

One time he saw a nice Model A 400. At \$500, it was expensive for the early 1960's, but he bought it anyway. He eventually sold it to a doctor in Kalamazoo, Michigan. But later, when he was searching for cars for the

museum, he traveled to Michigan and brought it back. When the museum closed, the Model A 400 seemed to vanish. I spent several years trying to find it for my dad. After a long search, I tracked the Model A to Texas. The widow wanted to sell the car, but the sons refused to let it go, probably because it was so important to their dad. Which was the same reason I wanted to have it. Some day.

Open Source: Internet

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



1927 Model T Roadster



January 2019-Moto Meter