



# THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

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## LOVED BY SOME, CUSSED BY OTHERS, READ BY EVERYBODY



January 2020

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### PRESIDENT RAMBLINGS

The holidays are over and it's time to start planning activities for 2020. The tour committee will have their first meeting at the January Social Supper on January 6<sup>th</sup> at the Starlight. Ladies Luncheons will continue in 2020 and will include places like Kava House in Swisher, lunches in Kalona and Amana, and Okoboji Grill in Independence, as well as, many favorite spots in Cedar Rapids.

Put the dates on your calendar!

Schminkes are planning another Twin Rivers Tour and Judy and Dan are getting a factory tour put together. So many great speakers will be coming each month, including Lee V with his collection of old banks, Joan and Marlene will be showing their quilts, Greg L will be speaking about polishing brass, and Lee V will be telling us about the history of the AACA. There will be someone great each month to present to our club. Don't forget the Annual Auction, which will benefit a local nonprofit group with its proceeds. This coming year proves to be even better than 2019!

*Pres. J. Hawley*

### TRIVIA QUESTION

It's been well recognized that General Motors clearly went into overdrive in 1929, when Chevrolet offered "a Six (cylinder engine) in the price range of the four!"...in an attempt to outmaneuver the Model A Ford.

What previous sales success lead GM to such a strategy? *(Answers on page 11)*

### JON'S CORNER

1. What trophy did the White automobile win in 1907?
  2. What did Hudson introduce in 1936?
  3. What company built a Diesel-powered truck in 1936?
- (Answer page 11)*

### Go Karts, Go!

In 1956, Art Ingels was a fabricator at the Kurtis-Kraft shop in Glendale, California. Kurtis-Kraft was the nations top midget-race car manufacturer, so Ingels naturally thought small. Working out of his suburban garage, he welded chrome-moly steel tubing into a mini-me chassis and accessorized it with a 2.5-hp two stroke Westend lawn-mower engine. He took his creation to the Pomona Road Races, Where it caught the attention of Duffy Livingstone, who raced a T-bucket roadster. Livingstone was so tickled by the tiny contraption that he built one of his own. Then he called Ingels and said, "Hey, why don't we meet down at the Rose Bowl, and we'll have some fun?"

*(Continued on Page 7)*

# HISTORICAL VEHICLE

## 1950 Plymouth Special De Luxe



**Manufacturer:** Plymouth (Chrysler)

**Production:** 1946–1950

**Assembly:** Lynch Road Assembly, Highland Park, MI

**Body and chassis:**

4-door station wagon

**Engine:** Post War: 217.8 CID I6

**Wheelbase:** 1949-50 LWB: 118.5 in (3,010 mm)

**Length:** 1946-50 station wagon: 195.625 in (4,969 mm)

When automobile production began to get back into full swing after the War, buyers had to face car shortages, strikes and a sellers' market. In 1946, the Plymouth station wagon was listed for \$1,539 from the factory, but it was difficult to find a dealer who would sell one for that price. By 1948, the same station wagon was priced \$2,068 - the higher model prices due to escalating labor and material costs. For 1950, the Station Wagon had a price of \$2372 - and production was 2,057. Though the station wagon totals seemed low, the Special Deluxe was a popular vehicle, with 234,084 examples of the four-door sedan being sold in 1950.

The P-20 Special Deluxe was Plymouth's most expensive vehicle in their model range. Power was from an L-head six-cylinder engine that delivered nearly 100 horsepower. A three-speed manual gearbox was standard, as was the woodgrain finish on metal interior panels, a nice selection of interior fabrics, and a bright metal windshield and rear window frames.

The De Luxe was offered in two trim levels, the De Luxe and the top-of-the-line Special De Luxe. The engine in 1946 was a 95 bhp (71 kW) 217.8 cu in (3.6 L) inline-six. In 1949 this engine was upgraded to produce 97 bhp (72 kW).

The brand first appeared in 1928 in the United States to compete in what was then described as the "low-priced" market segment dominated by Chevrolet and Ford. Plymouth was the high-volume seller for the automaker until the late 1990s. The brand was withdrawn from the marketplace in 2001.



Can you name the movie that this car was used in?



# REGION NEWS & INFORMATION

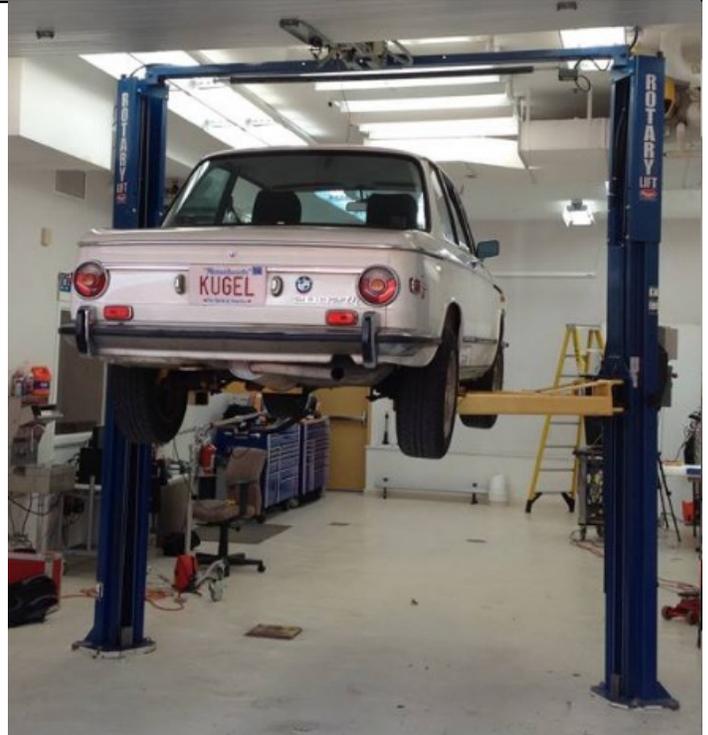
## December 12, 2019, CEDAR RAPIDS REGION AACA MEETING

December Christmas Party: No Meeting or Minutes

### The Joy of Owning a Lift

Like any car nut, I badly wanted to have a lift in my garage. But first, I badly wanted a garage. For 15 years I lived with a World War II-era, corrugated metal, rusting, leaning, one-car garage with illumination courtesy of a single drop light powered by an extension cord that I ran from the house. When I finally had my new garage built in 2005, the good news was that it could hold as many as four cars if I packed them in two wide and two deep. The bad news was that, to respect the setback in the zoning laws of my town, the garage needed to be attached to the back of my house, and that greatly influenced the kind of lift I could have.

The word “lift” used to conjure up an image of an old-school single-piston unit with one massive hydraulic piston that sank into a cylinder in the floor. These used to be the norm in service stations and have the advantage of nearly vanishing when recessed. But they fell out of favor due to the installation cost, potential maintenance issues, and lack of mobility. Post lifts took their place—four-post lifts and two-post lifts. For the most part, four-post lifts have ramps between the front and back sets of posts, which allow the vehicle to be driven on and raised, thereby allowing easy stacking of vehicles for storage. However, they require the



they have arms that are extended beneath the vehicle to pick it up by its jacking points. The huge advantage of a two-post lift is that, like a four-post, it leaves the area under the vehicle completely open, allowing you to walk beneath it and access the entire undercarriage. And unlike a four-post with drive-on ramps, it allows wheels-off repair work.

There are also non-post lifts usually categorized as low-rise and mid-rise. These pick a car up approximately 28 inches and 48 inches, respectively. While some have ramps and are used for things such as oil changes, most are without ramps and are used in establishments, like tire shops, that need to get wheels on and off quickly but don't routinely require unimpeded access to the vehicle's undercarriage.



Let me add that this is far from an exhaustive summary of lift options. There are also the issues of whether the lifts are direct, pulley, or hydraulic drive, symmetric or asymmetric, and whether or not they're certified by the American Lift Institute (ALI).  
BY: Rob Siegel/November 13, 2017



wheels to be on the car. Most four-post lifts are self-supporting and do not need to be anchored.

In contrast, two-post lifts need to be secured at the bottom (that is, anchored to the concrete floor) and, depending on the model, possibly the top as well. Rather than drive-on ramps,

# WHEN 10-32 IS NOT A FRACTION

Threads, screw threads, sheet metal screws and wood screws, they all have threads and sizes.

Around 1900, when the automobile industry was just getting started, there was no standardization of bolt or thread sizes. The local black smith or machine shop made a bolt, or hundreds of bolts when you needed them. "They had rather primitive machines that were run by an overhead jack shaft and lathes that had a set of gears that had to be changed and set for each thread cut (called change gear lathes to this day). If your local black smith or machine shop had change gears that could be set to cut 10, 20, 30 or 40 threads per inch, you had to chose one of those for your bolt. The shop in the next town might have a lathe that would cut 12, 24, 36, or 48 threads per inch and again you would have to choose from those threads. This was no big problem so long as you stayed in your original local location so when the next time you wanted a matching bolt you could get it. You had to judge which thread was best for each diameter of bolt—10 threads per inch (TPI) would be to coarse for a  $\frac{1}{4}$  inch bolt. The thread would be so deep that there would be noting left for strength and the bolt would break easily. At the other extreme 40 TPI would be so fine that the thread would strip and have little holding power. 20 made a good compromise between breaking and stripping but 18, 22, 24, 26, 28, or 30 would work also. If your lathe was set up to cut 24 TPI that was a good compromise for every thing from  $\frac{3}{16}$ " to  $\frac{3}{4}$ " and even bigger if holding power was not important.

All of this was fine so long as you were trading in a small area, say within a 30 mile radius, a distance that could be covered in a day or two by horse, team and wagon, or early automobile. As transportation improved and manufacturing became more concentrated, all products were available at ever increasing distances and as rail freight improved eventually clear across the country. So when a 1903 Oldsmobile was made in Detroit, it could be purchased almost any place in the country. The lack of thread standardization became even more evident when replacement of broken bolts or screws were needed. Everyone agreed there was a need for standardization, but everyone wanted the standard to be what they were using! The Society of Automotive Engineers (SAE) was one group that was large enough and had enough influence to do this standardization. By the late 20's or early 30's they brought forth the SAE standards. All bolt sizes were standard sized as to coarse and fine (SAE) threads plus head sizes were also established all according to these engineering standards. Henry Ford was the main hold out, which accounts for many of the special Ford wrenches still found, such as a  $\frac{19}{32}$ " comes to mind.

## Why have coarse and fine threads?

If you are working in soft material such as cast iron, aluminum, or brass you need a coarse thread for holding power. Fine threads provide a means for torque. A thread is simply an inclined plane wrapped around a cylinder. A coarse thread is a steep incline while a fine thread is flatter and therefore easier to "climb." Many studs have fine thread on one end and a coarse on the other. The coarse goes in the block (cast iron) while a nut goes on the other and is torque. Which is stronger? In steel with the same length engaged, the fine is slightly stronger.

Thread form was also established. The 60-degree "V" form thread as the choice for general use. The exact shape, with a flat at the crest and root, was chosen to replace the old V-sharp form. Actually the flat at the root more or less established itself as it is very difficult to maintain a sharp tool over long production runs. The engineers, just established how big it should be in diameter. If you go to the hardware store you might find a  $\frac{3}{16}$ -24 stove bolt. Number 8 and number 6 do not fall on convenient fractions but a number 5 is  $\frac{1}{8}$ ". This system starts with a #0 at .060" ( $\frac{1}{16}$  for all practical purposes) and originally went to #30.

Ever heard of a #7 screw? Just look at your wood screws in a well-stocked hardware store and you will find #7, #9, and #14. The machine screws of this series are also used in some of our older cars so always check the diameter when a 6-32 seems loose and a 8-32 won't go on, you may just have a 7-32 screw.

This numbering system applies to sheet metal screws as well. The sizes below 0 are jewelers' screws, and you do use them-that screw that you lose out of the hinge in your eyeglasses is a 00-90.

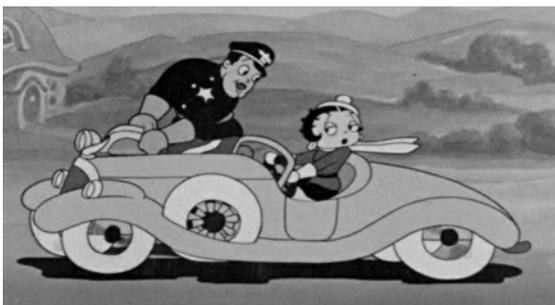
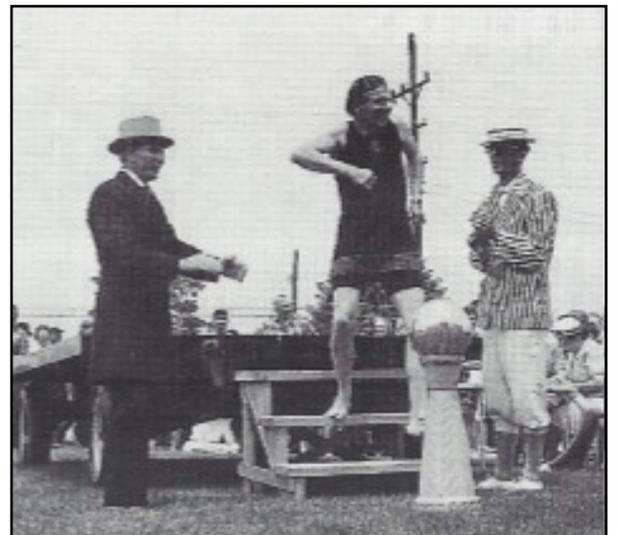
dav

Source: Internet and some of my old SAE Engineering Standards books.

## Belle's Corner: Vintage Clothes

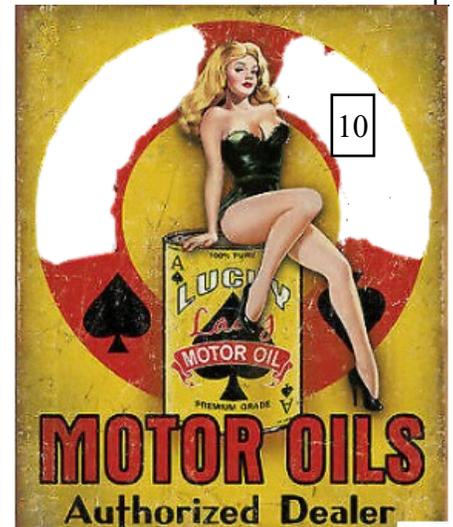
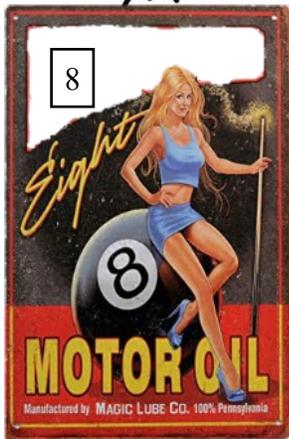
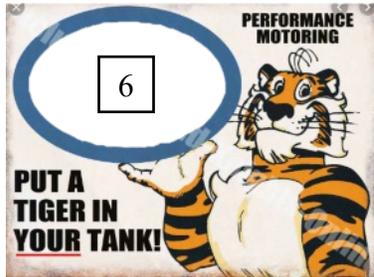
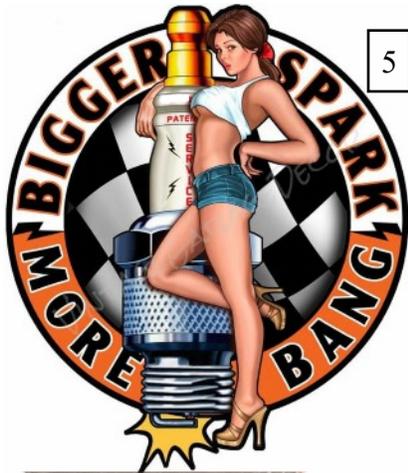
In 1964 in Jamestown, Maryland, a small group of local enthusiasts would get together along with a small number of registered cars. Within three years it had grown substantially the fashion show was in high gear. In the 60's, all participants wore authentic clothing and judges looked for completeness of the outfit and how well the costume was presented. As evidenced in the group photo below it was a very popular feature of the group for both men and women, with a wide range of eras represented. Residents would gather to view the show and enjoyed reminiscing about days gone by-when they wore similar clothes.

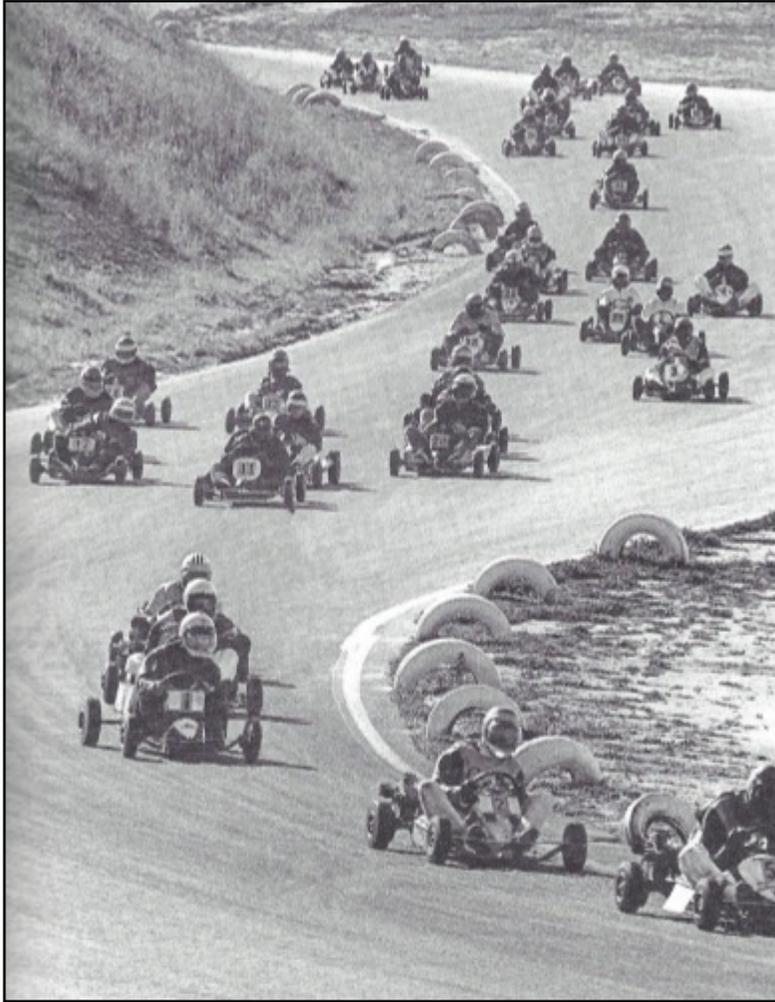
The fashion show continued to be very popular until the 70's when the gathering was moved to another location in Hagestown.



# ICONS OF YESTERDAY

In the 1930's, 40's, 50's and even to some extent today, symbols were used along with the brand names of automotive products. Often those "symbols" were so recognize that the name of the product was not necessary. The Picture itself identified the product/brand. Many of the symbols were "cartoon characters, drawings, animals or even pretty girls. So if you can identify the following products just from the pictures: Some are easy-others not so, or even geographical. (Don't Peek-Answers are on Page 13)





Although there was no formal racing at the Rose Bowl, the parking lot drew a growing cadre of rabid karters. Two of the most prominent were Spencer Murray and Lynn Wineland, editor and graphic designer, for *"Rod & Custom Magazine."* Wineland came up with the name for the new fangled machines after rejecting possibilities such as "zip kart," "fun kart," and "dart cart." Then he and Murray collaborated on the first article about this emerging craze.

The ran a seven-page story in the November 1957 issue of R&C under the headline "Putting Wheels under the Peasant." Murray, who owned a kart built by Ingels and who still lives only a few miles from the Rose Bowl, declared in an editorial: "Go-Kart-remember the name, for it'll surely changed the course of anyone's life who is fortunate enough to cross paths with one." At the time, only 30 go-karts had been built. But thanks to the article and an accompanying ad for Livingstone's freshly minted GO Kart Manufacturing Company ("it may not go like a Ferrari...but when you're sitting four inches off the ground, it sure feels like one"), sales exploded.

As the numbers increased, however, so did complaints from Pasadena residents. After getting booted from the Rose Bowl, the karters trooped over to the parking lot of the Eastland Shopping Center in nearby West Covina, where the first official races were held.

Today, go-karts are a world wide phenomenon and the road to Formula 1 often starts with them. But the road to go-darts began in a parking lot in Pasadena.

*Source: Spencer Murray and Lynn Wineland, "Rod & Customes, November 1957*

# ACTIVITIES AND EVENTS

## 2019/2020 REGIONAL CALENDAR

Social Night	Club Meeting/Topics	Board Meetings
<p style="text-align: center;"><b>2020</b></p> <p><b>January 6<sup>th</sup>-Starlight Social Hr. Will start at 6:00 PM</b></p> <p>February 10<sup>th</sup>-Bandana's at 6:00 PM Located at 3707 1<sup>st</sup> Ave SE.</p> <p>March 9<sup>th</sup> @ Zio Johnno's at 6:00 PM Located @ 3120 Edgewood Rd</p> <p>April 6<sup>th</sup> @ Leonardo's at 6:00 PM. Located at 2228 16<sup>th</sup> Ave SW.</p> <p>May 11<sup>th</sup> @ Culver's in Hiawatha on at 6:00 PM.</p> <p>June 8<sup>th</sup> @ 6:00 PM @ DQ in Fairfax</p>	<p style="text-align: center;"><b>2020</b></p> <p><b>January 2-Navigating the CRAA Website and Facebook Page.</b></p> <p>Feb. 4<sup>th</sup>-Catherine McAuley Center by Jennifer Tibbits</p> <p>March 5<sup>th</sup>- "My Collection of Banks" by Lee Votroubek-</p> <p>April 2<sup>nd</sup>-Annual Auction with Carl Ohrt as Auctioneer</p> <p>May 7<sup>th</sup>- "Quilts" by Joan Auterman and Marlene Meeker</p> <p>June 4<sup>th</sup>- "Straightening Decorative Brass for the Car" by John Goedikin</p> <p>July 2<sup>nd</sup>- "History of Model A Days" by Jan Wenger.</p> <p>August 6<sup>th</sup>- "History of the AACA" by Lee Votroubek</p> <p>September 3<sup>rd</sup>- TBD</p> <p>October 5<sup>th</sup>- TBD</p> <p>November 5<sup>th</sup>-TBD</p> <p>December 3<sup>rd</sup>-Christmas Party</p> <p>Meetings will start at &amp; 7:00 PM</p>	<p style="text-align: center;"><b>2020</b></p> <p><b>January 21<sup>st</sup> @ 16<sup>th</sup> Ave. Grill</b></p> <p>February 18<sup>th</sup> @ Scott's Restaurant at 6:30 PM.</p> <p>March 17<sup>th</sup> at 16<sup>th</sup> Ave Grill @ 6:30 PM.</p> <p>April 21<sup>st</sup> at 6:30 PM at Scott's Restaurant.</p> <p>May 19<sup>th</sup> at 16<sup>th</sup> Ave Grill at 6:30 PM.</p> <p>June 23<sup>rd</sup> at Scott's at 6:30 PM.</p> <p>Meetings will start at 6:30 PM</p>
<p style="text-align: center;"><b>Special Event</b> <b>2020</b></p> <p><b>Ladies Luncheon</b> January 21<sup>st</sup> @ Lu's Deli 1010 3<sup>rd</sup> St SE Time: 11:30 PM Shop New Bo</p> <p><b>Ladies Luncheon</b> February 18<sup>th</sup> @ Edison's at 475 Northland Ave NE at 11:30 AM. Shop Stuff's</p> <p><b>Ladies Luncheon</b> March 17<sup>th</sup> at Chrome Horse at 1201 3<sup>rd</sup> St SE at 11:30 AM. Visit African American Museum.</p> <p><b>Ladies Luncheon</b> April 21<sup>st</sup> @ 11:30 AM at Kava House in Swisher. Shop boutiques.</p> <p><b>Mother's Day</b> May 10<sup>th</sup>. Breakfast at IHOP.</p> <p><b>Ladies Luncheon</b> May 19<sup>th</sup> at Kalona. Location TBD by Larry Yoder.</p>	<p style="text-align: center;"><b>Car Tours</b> <b>2020</b></p> <p><b>Chicago Auto Show Bus Trip</b> February 8<sup>th</sup>. Cost is \$99.</p> <p><b>Garage Tour</b> on April 11<sup>th</sup> starting at 9 AM by John Williams and Lee Votroubek.</p> <p><b>Factory tour</b> date April TBD. PMX, Color Web Printers, Goodwill, Frontier Products</p>	<p style="text-align: center;"><b>Treats Schedule</b> <b>2020</b></p> <p><b>January 2-Jack &amp; Kathy Harville</b></p> <p><b>Feb. 4<sup>th</sup>-Sherry Melvin/Clyde &amp; Sue Melvin</b></p> <p><b>March 5<sup>th</sup>-Jeff Fossum</b></p> <p><b>April 2<sup>nd</sup>-Dean &amp; Joann Kiefer</b></p> <p><b>May 7<sup>th</sup>- Lee/Shirley, Marge/Frank</b></p> <p><b>June 4<sup>th</sup>- Steve &amp; Ann Brown</b></p> <p><b>July 2<sup>nd</sup>-Barb Waterhouse-Miller</b></p> <p><b>August 6<sup>th</sup>-Tom &amp; Joan Auterman/Ken &amp; Judy Robertson</b></p> <p><b>September 3<sup>rd</sup>- Dan &amp; Judy, Neil &amp; Karen</b></p> <p><b>October 5<sup>th</sup>- TBD</b></p> <p><b>November 5<sup>th</sup>-TBD</b></p> <p><b>December 3<sup>rd</sup>-Christmas Party</b></p>

# ACTIVITIES AND EVENTS

## 2020 REGIONAL CALENDAR (Continued)

Social Night	Club Meeting/Topics	Board Meetings
<p style="text-align: center;"><b>2020</b></p> <p>July 9<sup>th</sup> @ 6:00 PM Odies in Ely All you can eat shrimp!</p> <p>August 10<sup>th</sup> @ 6:00 PM Culver's in Marion</p> <p>September 8<sup>th</sup> @ 6:00 PM Kava House in Swisher</p> <p>October 5<sup>th</sup> @ 6:00 PM Parlor City Pub &amp; Brewery located at 1125 3<sup>rd</sup> St SE</p> <p>November 9<sup>th</sup> @ Olive Garden at 6:00 PM.</p> <p>December 7<sup>th</sup> @ Bushwood at 6:00 PM</p>		<p style="text-align: center;"><b>2020</b></p> <p>July 21<sup>st</sup> @ 16<sup>th</sup> Ave Grill at 6:30 PM.</p> <p>August 18<sup>th</sup> at Scott's at 6:30 PM</p> <p>September 15<sup>th</sup> at 16<sup>th</sup> Ave Grill at 6:30 PM.</p> <p>October 20<sup>th</sup> at Scott's at 6:30 PM.</p> <p>November 17<sup>th</sup> at 16<sup>th</sup> Ave Grill at 6:30 PM.</p> <p>December 15<sup>th</sup> at Scott's at 6:30 PM.</p> <p>Meetings will start at 6:30 PM</p>
<p style="text-align: center;"><b>Special Event</b> <b>2020</b></p> <p><b>Ladies Luncheon</b> September 15<sup>th</sup> at 11:30 AM @ Midtown Station located at 715 2<sup>nd</sup> Ave SE with shopping/tour at Restore at 350 6<sup>th</sup> Ave SE.</p> <p><b>Swap Meet at Central City Fairgrounds</b></p> <p><b>Ladies Luncheon</b> October 20<sup>th</sup> at Cedar Ridge Winery in Swisher.</p> <p><b>Ladies Luncheon</b> November 17<sup>th</sup>. Location TBD</p> <p><b>Ladies Luncheon</b> December 15<sup>th</sup>. Location TBD</p>		<p style="text-align: center;"><b>Car Tours/Shows</b></p>

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**JON'S CORNER**

1. The White won the Hower trophy in the 1907 Glidden Tour.
2. The Hudson company introduced the "radial safety control."
3. The Diamond T company built a Diesel-powered truck in 1936.

## TRIVIA ANSWER

*General Motors first deployed the idea of a six-cylinder engine for every man and woman with the arrival of Pontiac in 1926. As a low-priced companion car to the more upscale Oakland, Pontiac was created to bridge the gap between Chevrolet and Buick.*

*After its first year in existence, Pontiac became the most successful new car ever launched at the time, with some 100,000 sold in a mere 15 months.*

*Pontiac engineers leveraged the purpose-built six with the then-existing GM parts bin...which included an assortment of Chevrolet chassis and body components.*

1. Pontiac Indian
2. Mobil "Pegasus-Flying Horse
3. Hastings "Piston Rings"
4. Fisk Tires
5. Champion Spark Plugs
6. ESSP Gasoline
7. Phillips Radio
8. Magic Motor Oil
9. Rigid Tools
10. Lucky Lady Motor Oil

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**1975 BRICKLIN SV-1**



**January 2020 Moto Meter**