



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



January 2020

2019 Regional Board Members

President:
Jane Hawley 319-360-5599
jhawley50@msn.com

Vice President:
Larry Yoder 319-350-4339

Secretary:
Brenda Juby 918-231-3635
Alt: Sylvia Copler 319-377-3772

Treasurer:
Sharon Schminke 319-472-4372

Flowers
Joann Kiefer 319-210-5921

Directors:
Carl Ohrt 319-365-1895
Lee Votroubek 319-848-4634
Rich Mishler 319-364-8863
Dan Ortz 319-366-3142
Judy Ortz 319-360-1832

Editor:
Brenda Juby 918-231-3635
bjuby52@gmail.com

Membership:
Dan Ortz 319-366-3142

Calling Tree Contact 319-366-3142
Judy Ortz

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 6th 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

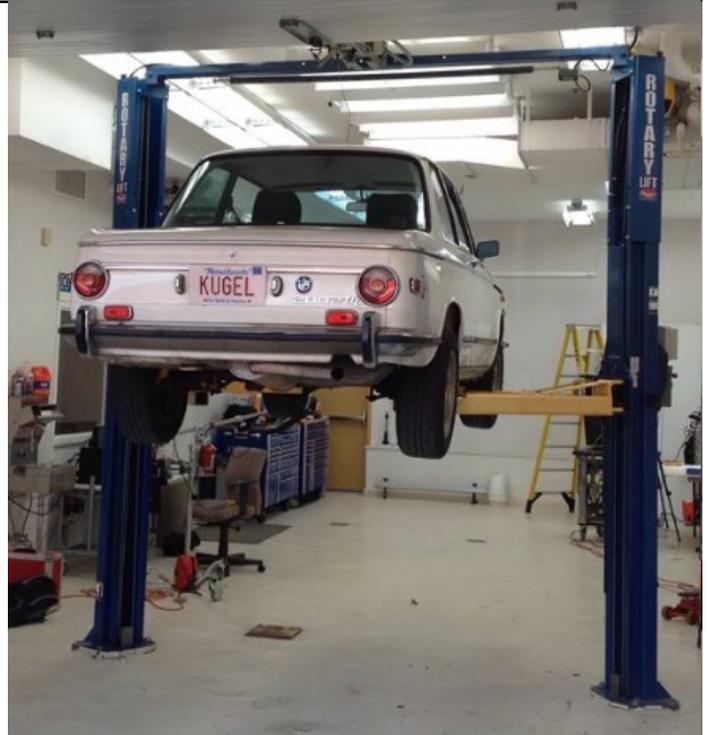
December 12, 2019, CEDAR RAPIDS REGION AACA MEETING

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 choose 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 too coarse for a ¼ inch bolt. The thread would be so deep that there would be nothing 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 3/16" to 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 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 3/16-24 stove bolt. Number 8 and number 6 do not fall on convenient fractions but a number 5 is 1/8". This system starts with a #0 at .060" (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

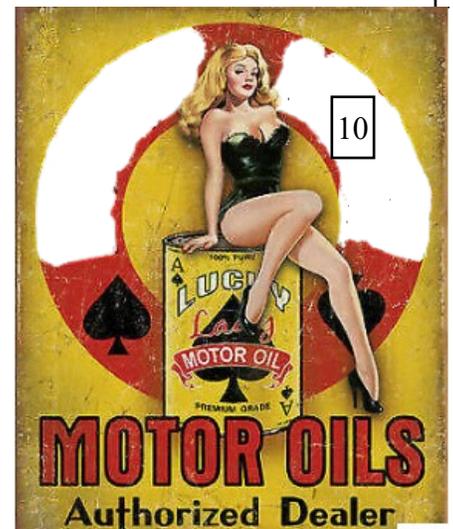
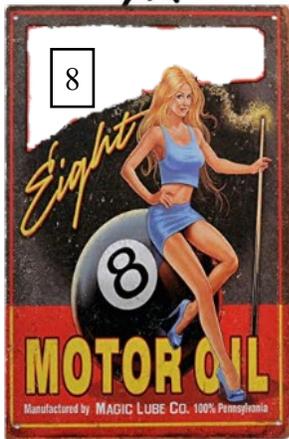
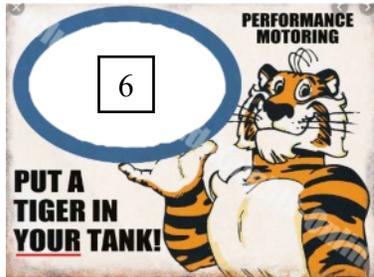
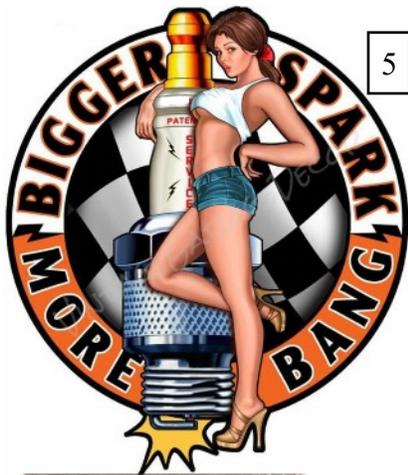
In 1964 in Jamestown, Maryland, a small group of local enthusiasts would get together along with a small number of registered cars. Within three years it had grown substantially the fashion show was in high gear. In the 60's, all participants wore authentic clothing and judges looked for completeness 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.

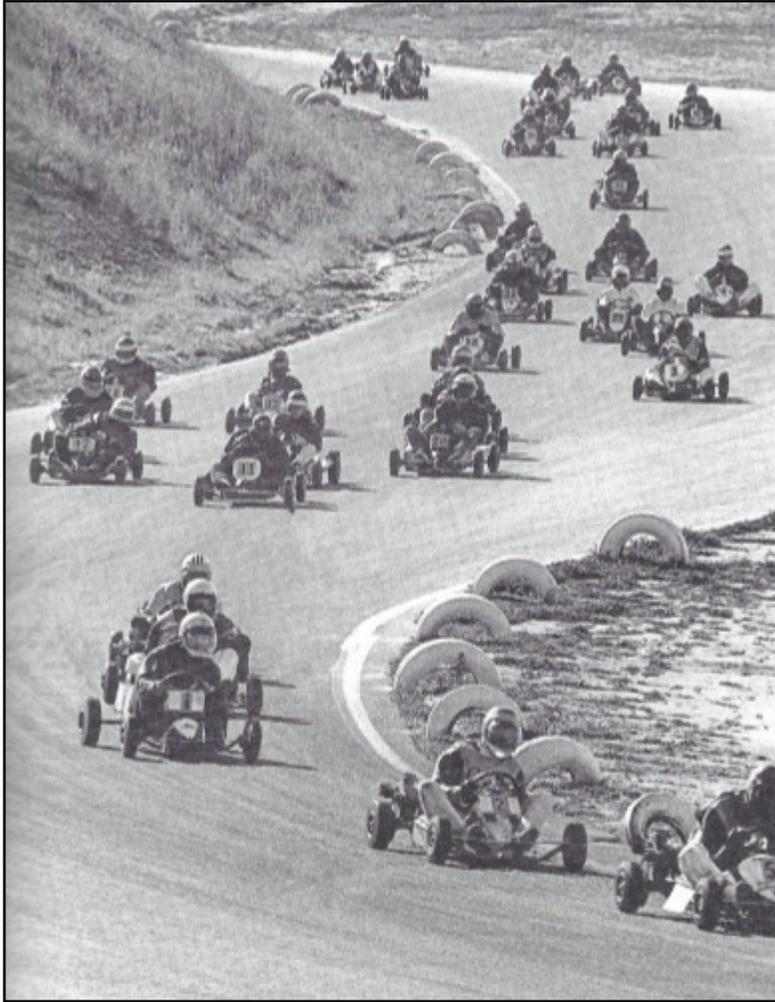
The fashion show continued to be very popular until the 70's when the gathering was moved to another location in Hagestown.



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

ACTIVITIES AND EVENTS

2020 REGIONAL CALENDAR (Continued)

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

Classifieds

We Appreciate YOUR BUSINESS



GARY W. WENDEL SR.
PRESIDENT

4000 6th Street S.W. Cedar Rapids, Iowa 52404 U.S.A. Fax: (319) 366-0090 Local Phone: (319) 364-4000 OR: 1-800-553-8421



DEREK COLLINS
General Manager

Phone: 319-200-4440 | Cell: 319-499-0751
1201 3rd Street, SE, Cedar Rapids, Iowa 52401
Hours: M-Sat 7a.m. to 2a.m. | Sun 8a.m. to 10p.m.



5 Convenient Locations
319-892-7300 LinnAreaCU.org



Shannan Bishop
General Manager

4837 1st Avenue SE Cedar Rapids, IA 52402
Office: (319) 373-5335 Fax: (319) 373-5436
Email: sbishop@copyworks.com



Scott Draper
319-377-4861 (P)
319-377-3055 (F)
319-270-4862 (C)
sdraper@sfdins.com
www.sheetsforrestdraper.com

Sheets Forrester Draper Insurance
610 Tenth Street
PO Box 218
Marion, Iowa 52302

RAYNOR DOOR OF CEDAR RAPIDS

John Jensen
Phone: (319) 365-7894 4601 6th St. SW Ste. B
Fax: (319) 365-6152 Cedar Rapids, IA 52404
jjensen@crraynordoor.com
Toll Free: 1-866-572-9667



Ronnie Craig
General Manager
319-366-7000
(319) 319-826-0828



ronnie@duffys.com www.duffys.com



BILL ERVIN

201 South K Avenue Highway 218 North Vinton, Iowa 52349 Bus: (319) 472-4734 800-273-4734 Fax: (319) 472-4027 ervinmotorco@mchsi.com



Jon Miller
partsman8@hotmail.com
1008 W 4th St Vinton, IA 52349
T 319.472.2361 F 319.472.5649 C 319.573.9777

Collins Road Tire - Independent Dealer
GOODYEAR AUTO CENTER

Mike Offerman
Owner
100 Collins Road NE • Cedar Rapids, IA 52402
(319) 377-8686 • (319) 377-2064




Roger Cassill
roger@cassillmotors.com

Serving Cedar Rapids Since 1972
Your friend in the car business
2839 16th Ave SW Cedar Rapids, IA 52404
319-396-2698
www.CassillMotors.com



Steve & Teresa Waln
21 Williams Boulevard P.O. Box 309 Fairfax, Iowa 52228
Quality is Our Priority
www.walnrepair.com
walnrep@southslope.net
Office - (319) 846-3434 Fax - (319) 846-3436



2011 16th Ave SW • Cedar Rapids, IA 52404
319-363-5245 • www.dennysmuffler.com
"WE GUARANTEE VALUE"



Country Auto, Inc.
Service & Body Shop
Alan Zumbach, Owner

Country Quality, Country Service, Country Prices
Email: countryautoinc@gmail.com
Check out our gallery of custom paint and restorations.
www.countryautoincrestoration.com
Phone: (319) 462-5099 • Fax: (319) 462-3125
1501 Chamber Court • Anamosa, IA 52205



Sperry Engines
Powers The Winner!
Cedar Rapids, Iowa
5711 16th Ave. SW Cedar Rapids, IA 52404
(319) 390-8636

"Service is more than a word with Us"
Quality Work at Affordable Prices
Complete Machine Shop Services
START TO FINISH
• Block Boring • Engine Balancing
• Flywheel Grinding • Align Boring
• Cylinder Head Rebuilding
• Resurfacing • Stock Motors
• Race Motors • Rebuilt Parts on Hand
• Rod Resizing • Glass Beading
• Magnafixing

Scott Sperry, Owner

Classifieds

We Appreciate YOUR BUSINESS



Divine Decadents
Candy, Confections & Catering

109 Pearl Street
Shellsburg, IA 52332
Ph: (319) 436-3566
FAX: (319) 436-1566
TF: (866) 606-1484
judy@divinedecadents.com

www.divinedecadents.com

Judy & Ed Shaeffer
Owners

The Picket Fence
Gift Shop

Judy Shaeffer
Store Manager
jshaeff@gmail.com

Hours:
Th, Fri, Sat: 10 - 6
Other times by apt.

Crafts
Jewelry
Doll Clothes
Antiques

Collectibles
Home Decor
Alterations
Custom Sewing

113 Pearl St. SE
Shellsburg, IA 52332
(319) 436-3096




Kevin's
Transmission & Auto Repair

Transmission & Drive Train
Specialists
General Repair Work

Kevin R. Sanborn, Sr. - Owner
(319) 364-7044

2200 16th Ave. S.W.
Cedar Rapids, IA 52404



AARON PHILLIPS
OWNER

1815 16th Ave SW
Cedar Rapids, Iowa
319-365-7257
havlikauto@gmail.com

abra

Scott Kruger
AUTO BODY DAMAGE APPRAISER

Auto Body Repair of America

770 Boyson Road
Hiawatha, IA 52233
PHONE (319) 378-0441 FAX (319) 378-0432
EMAIL abra.hiawatha@junge.com



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

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



1975 BRICKLIN SV-1



January 2020 Moto Meter