



# THE MOTO METER

CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: LOCAL.AACA.ORG/CEDARRAPIDS

LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY

JULY 2018

Vol. 55-07

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## Twin Rivers Recognition Award



It was time to thank Neil and Karen Rohlena for the many wonderful Twin River tours that they planned over the years for our club. This beautiful clock, made by Frank Reynolds, was presented to them by Frank in honor of the

many hours that they spent planning the tours enjoyed by so many in the club. It was wonderful to see Neil and Karen again and I believe that they would agree with the editor that it is now time for someone else to step up to the plate and plan a Twin Rivers tour for next year. I can't speak for them but I would almost bet that they would be willing to provide some previous booklets and information that would help someone plan this. Everyone is apprehensive that they could never step into Neil and Karen's shoes (and that would be impossible), but plan it and make it your own as they did when they first started.

*A 77 yr old man goes for a physical and all of his tests come back normal. The doctor says, "Frank, everything looks great. How are you doing mentally and emotionally? Are you at peace with God?" Frank replies, "God and I are tight. He knows I have poor eyesight, so He's fixed it so when I get up in the middle of the night to go to the bathroom, poof! The light goes on. When I'm done, poof! The light goes off. " A little later, the doctor calls Frank's wife. "Marge," he says. "Frank is doing fine! But I had to call you because I'm in awe of his relationship with God. Is it true that he gets up during the night and poof the light goes on in the bathroom and when he's done, poof, the light goes off?" "OH heavens," exclaims Marge. "He's peeing in the refrigerator again!"*

*Submitted by Frank Reynolds*

1. What was the name of the car equipped with a three cylinder rotary engine and made in Iowa?
2. To what brand name was the Jeffery automobile rebadged?
3. In what year was the last 2 cylinder Maxwell engine produced?

*(Answers on page 10)*

## TRIVIA QUESTION

The 100,000-mile warranty is commonly bandied about these days (by those who offer it) as the latest, be-all and end-all commitment by a manufacturer to care for its customers. What early American automobile included a 100,000-mile warranty?

*(Answer on page 10)*

# REGION NEWS & INFORMATION

## June 7, 2018 CEDAR RAPIDS REGION AACA MEETING

AACA meeting began with President Meeker calling for attendees to Pledge Alliance to the US Flag.

Birthday and Anniversaries were recognized.

There was a moment of silence for Donna Meeks.

There were no deaths to report but Sam Shannon, Shirley Millard and David Juby all had been ill.

Minutes as appeared in the Moto Meter were approved by Frank Reynolds and seconded by Brenda Juby. Motion carried.

Treasurer's report was read by Sylvia Copler and a motion to approve was made by Pete Bischoff and seconded by Carl Ohrt. Motion carried.

President Meeker said the Teddy Bear Auction raised \$531.00. The board suggests we give \$600.00 to the Honor Flight from the club. Motion carried.

Paul Kumley wants to thank Dean and Joann Kiefer and Lee and Denise Votroubek for their help with the Mother's Day Breakfast. It was reported about 20 people attended. The Board suggested that we try it one more year before we thought about canceling the event.

Jon Reynolds gave a tribute to Carl Ohrt for receiving the JR award on his car. Carl will write a history for the AACA magazine on his car that won the JR award.

President Meeker announced that we are going to start having a speaker in July to make the meetings more interesting.

Bruce Platteter and Jon Reynolds went to the University of Pittsburg Campus to judge a car show. 515 cars were registered.

Jon Reynolds talked about the tour of the John Deere Plant next Thursday. Meet at Sams at 8:00 am. Jon mentioned there would be a ice cream stop in Traer on the way home.

Cruise-in night will be Tuesday, June 12, at the Hiawatha Community Center.

Denise Votroubek has a tour planned for August 7. We will take the cars to nursing homes of members that have belonged to the club or still belong to the club. Lunch and ice cream in Ely after visiting the nursing homes.

Jon Reynolds is planning a trip to Hampton, Iowa, on July 19-20.

Frank Reynolds presented a clock to Karen and Neil Rohlena for their service. Frank said he started 6 years ago.

July 4 will be a picnic held in Ely. Brenda Juby made a motion to everyone to bring a meat dish and another dish. Tom Autermann seconded.

July 5 is club meeting at Hiawatha Community Center. Treats were by Sylvia and Daryl Copler and Judy and Ken Robertson.

Secretary, Jeri Stout

# ACTIVITIES AND EVENTS

## 2018 REGION CALENDAR

| Social Night  | Business Meeting   | Board Meetings   |
|---|--|--|
| <p>July 9-Chrome Horse at New Bo</p> <p>August 6-Culvers in Hiawatha</p> <p>September 10-DQ on Johnson Ave.</p> <p>October 8-Zio John in Marion</p> <p>November 5-Pizza Ranch at Westdale</p>   | <p>July 4</p> <p>August- 2</p> <p>September 6</p> <p>October 4</p> <p>November 1</p> <p>All meetings will start at 7:00 PM<br/>Hiawatha Com. Center</p>  | <p>July 19-Tommy's</p> <p>August- 16-Scott's</p> <p>September 20-Tommy's</p> <p>October 18-Scott's</p> <p>November 15-Tommy's</p> <p>Meetings will start at 6:00 PM</p>  |
| Special Events  | Car Tours/Car Shows  | Treats Schedule  |
| <p><b>July 4<sup>th</sup> Picnic</b><br/>Date: 7/4/2018 at Ely Park<br/><b>SEE PAGE 11 FOR INFORMATION ON PICNIC</b></p> <p><b>July 28, 2018 (New Event)</b><br/><b>Model T Days</b><br/><b>Meet at: Dale Lynch</b><br/><b>4730 Rapid Creek Rk N.E., Iowa City, Iowa</b><br/><b>Time:10 AM</b></p> <p>August 11, 2018<br/>Lawn party at Tom &amp; Joan Auterman</p> <p>Fall Banquet<br/>Date: TBD</p> <p>Christmas Party<br/>Date: December 6, 2018</p> | <p><b><u>CRRAACA Car Tours/Cruise In</u></b></p> <p>1<sup>st</sup> Thursday, Palo, Iowa Greenspace (Behind the Bank) July 5, Aug. 2 &amp; Sept. 6</p> <p>2<sup>nd</sup> Thursday (New) Prairie Hill Pavillion 5680, July 12, Aug. 9 and Sept 13</p> <p>3<sup>rd</sup> Thursday, Duffy's Classic Enterprises 250 Classic Car Ct. SW July 19, Aug. 16 Sept. 20</p> <p>4<sup>th</sup> Thursday, (New) Hope Lutheran Church, 2736 Bowling Street, July 26, Aug.23, Sept 27</p> | <p>July 5, 2018 TBD</p> <p>Aug. 2018 TBD</p> <p>Sept. 2018 Dan &amp; Judy Ortz/Karen &amp; Neil Rohlena</p> <p>Oct. 2018 Harry &amp; Jane Hawley</p> <p>Nov. 2018 TBD</p> <p>Dec. 2018 Pete &amp; Pat Bischoff</p> |

# The Chauffeur

The beginning of chauffeur service dates to the 1700's when horse drawn carriages were first used to transport the wealthy to their various destinations. The chauffeur was the driver of the horse who also was left to stand by and wait for the return of their clients or passengers. Often the chauffeur and the horse were left outside, even in unfavorable weather conditions, such as the biting cold, wind or rain.

Horse drawn carriages driven by a chauffeur were often only obtained and used by the wealthy and expressed a symbol of peoples' wealth and status. The wealthy, to show off their riches, often made their carriages more elaborate and used some of the finest horses to pull them. For centuries, the horse and carriage was the first "luxury vehicle." In 1902 the first motorized limousine was born. Still as a symbol of wealth, this first motorized vehicle was small and designed to transport two to four passengers. However, the poor chauffeur was still outside driving the vehicle.

Handling a horseless carriage in the 1900's was not as easy as it is today, as anyone who has taken part in the London to Brighton Veteran Car Run will confirm. Only the seriously wealthy could afford to own a horseless carriage and most owners were more than content to leave the intimidating complications to an expert.

So, how did these drivers, properly called chauffeurs become a common, and nowadays, a necessary part of the transportation experience in the modern world for wealthy?



Enter the chauffeur, a latter-day coachman and self-sufficient all-rounder, who could be relied upon to drive this new-fangled means of transport as safely and as smoothly as possible. In an era before nationwide dealerships, it also fell to him to maintain it and deal with mechanical breakdowns, including such regular chores as replacing the puncture-prone tires of the day.

The chauffeur was a person employed to drive a passenger motor vehicle, especially a luxury vehicle such as a large sedan or limousine. In the beginning (dating back to 1899), these individuals were the personal employees of the vehicle

owner.

The term chauffeur is a French title, stoker to be exact. That's because the earliest automobiles, like the railroad locomotive engines, were steam-powered and required an operator (the driver) to stoke the engine. Early gasoline-powered cars, before the emergence of electric ignition, were ignited by 'hot tubes' in the cylinder head which had to be pre-heated before the engine would start. Therefore, a chauffeur (or direct translation: "heater-upper") was the man in charge of the task.

In addition, only the very wealthy were the segment of the public who could actually afford the first batch of automobiles. Therefore, they hired a chauffeur to properly operate the machinery and drive them, like a coachman in the old west.

The French also used the term referring to anyone who was a skilled driver in the late 19th century. However, in America the term 'chauffeur' was preferred over the English word 'driver,' since at that time, the best cars came from France. By the mid 1910's the term took its final meaning, where it remains today: a paid driver.

In 1906, there was an article in The New York Times reporting on a chauffeur problem, noting: "Young men of no particular ability, who have been earning from \$10 to \$12 a week, are suddenly elevated to salaried positions paying from \$25 to \$50." The article recommended the re-training of existing coach drivers instead.

Dress code: the style in which a chauffeur appears is quite important in the industry. We identify them as well-groomed professionals, wearing a clean and pressed black suit, a dress shirt and a matching tie and shoes. Most drivers wear black leather gloves too. *By Daphne Jones Dec 21, 2002 and open internet sources*

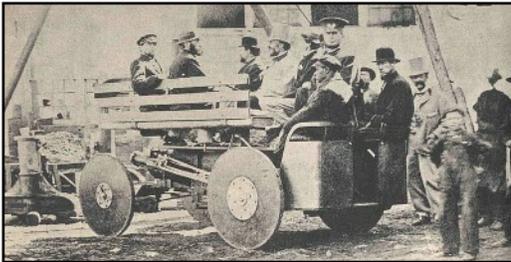


## REFINED CARRIAGES

### The Steam Car Dream

The half century between 1840 and 1890 can justly be called the Dark Ages of Motoring, for legal repression and public hostility had combined to eclipse the first light coming of the steam carriage. But even in the darkness there were flashes of light some dim and intermittent, some brilliant and sustained.

A few pioneers built steam carriages, for their own use or for sale to wealthy clients. These early steam carriages were three wheel two-seaters. New York saw its first steam carriage in the 1850's. This work of Richard Dudgeon, looked like a liaison between a dwarf traction engine and two park benches, but it could carry 12 passengers at 14 mph.



The major problem facing all of the early light weight constructors was that of providing a suitable boiler, one that was light and compact, yet possessed adequate steam capacity. The answer was provided by the invention of the flash boiler by Leon Serpollet in the 1880's.

The son of a blacksmith in rural France, Serpollet may have conceived his boiler by watching his father quench red-hot iron in water. Certainly that was the idea employed by H. Walter Staner in describing Serpollet's invention:

“So far as steam generation is concerned, the principle of the flash boiler may be likened to dropping water on a red-hot iron. A small stream of water is pumped through a coil of tubing, and this tubing is heated to an intense heat by the burners, so that almost as soon as the water enters it, it is “flashed” into steam—that is to say, the process of boiling steam generation is all gone through in a second, and the water which enters the coil of tubing at the bottom, issued from the top of the coil as high-pressure super heated steam.

However, it was not the sophisticated Serpollet that was to establish the steam car, but the relatively crude product of two identical twins from Newton, Massachusetts, F. E. and F. O Stanley. Non-smoking, non-drinking, the best of good Yankees, the Stanleys had a natural flair for invention.

They started out by mass-producing violins, then invented a home generator for illuminating gas. Next they produced the dry photographic plate, and netted a fat fee by selling the patents to George Eastman's Kodak company. In between times, they built some of the first X-ray equipment.

In 1896, by way of a hobby, they began to build a steam car, although they “knew little about steam engines and less about boilers.”

The first engine and boiler built for them weighed over 150 lbs. More than the estimated weight of the entire car; but the vehicle ran quite successfully, apart from frightening the local horses.

Then the Stanley's designed a lightweight fire-tube boiler, wound with piano wire to make it resistant to bursting. Between the autumn of 1897 and the summer of 1898, three more cars were built, incorporating the new boiler and a light engine built by J.W. Penny and Sons of Mechanic Falls, Maine.

*(Continued in August Moto Meter)*

# Something Being Lost

I like reading various car magazines articles by Jay Leno. I ran across this article sometime back and while I was reading it I found my self nodding in total agreement with his assessment of the Generation X'ers and Millennial's and why they are not into old cars and car clubs like our grandparents, parents and we the baby boomer generation are. So read the article below and I bet you'll have a "Ah ha" moment.

## Jay Leno

New cars have never been better, and I'm optimistic for the future. Why? Just look how far we've come. In 1949, you bought a Rolls-Royce, and it had a six-cylinder engine, a manual transmission, an AM tube radio, and no air conditioning. Now a Toyota Corolla has 10 times the features, and it goes faster, stops better, uses less fuel, makes less pollution, is safer in an accident, and comes in nine colors. You used to need 750 horsepower to win the Indy 500; now you can get that much in a Corvette, and it comes with a factory warranty. And I believe the best years are still coming.

But things are definitely different, and there is something being lost. More and more we are separated from the machinery. I was talking recently to a big star in Hollywood (who shall remain nameless) who had just bought a car, and I said, "Oh, that's rear-wheel drive." And he didn't even know what I meant. He goes, "Well, all the wheels turn." I tried to explain that I was talking about the drive wheels, and I could see his eyes glaze.

The thing that bonds people to their cars is the effort they put into them. Whenever I hear people talk nostalgically about their first car, they always say, "I bought it for X amount of dollars, I put all the money I had into it, I put in a huge amount of effort, I drove that thing for five years, and I sold it for Y." And there's a great sense that they did something, they accomplished something. You can see it in their faces and hear it in the way they talk. And that's the part I think is disappearing as cars get better and we switch to new types of power trains.

In the early 1950's, Betty Crocker had a cake mix with powdered eggs in it. All you had to do was add water. Initially, the mix sold well, but after the buzz of this easy new process wore off, the company couldn't give them away. Homemakers just wouldn't buy it. General Mills did a big study and then reformulated the recipe to make people first break a couple of eggs into it, then add water, and then mix it up. The new product took off, because now people felt like they were actually involved in making the cake.

The exact same thing happens when I take out an old automobile, especially a prewar car. I clean the plugs and put them back in, or I change the oil, and, magically, it seems to run so much better. Really, I probably haven't done a darn thing, but there's a sense of accomplishment that old-car people love and that is definitely lost with our modern vehicles.

Like a lot of you, I've always prided myself on being able to get a car home no matter what might have gone wrong. The frustrating thing about new cars, is that when they stop, there is absolutely nothing you can do to get them running again. To me, the funniest thing about the McLaren F1 is that it comes with a titanium tool kit. You get a few wrenches and a screwdriver and a couple of allen wrenches. What are you going to fix on an F1 with those? Nothing, of course, but the kit is still there because of an old-school sense that onboard tools enable you to be self-sufficient.

My mother knew nothing about cars, but she knew that if the Valiant didn't start, you took off the big round thing that looked like a pie pan, stuck a screwdriver down the thing underneath that with the big hole in it, and then the Plymouth would start. She knew enough about her vehicle to do that.

(Continued on page 10)

# BELLE'S WHEELS

## *Knitted and Crocheted*

By 1909 the sweater had become one of the most necessary garments in every woman's wardrobe. Adaptable to all seasons, it could be worn in the summertime over a thin lingerie waist on cool mornings in the country, or in winter under a heavy outer garment.

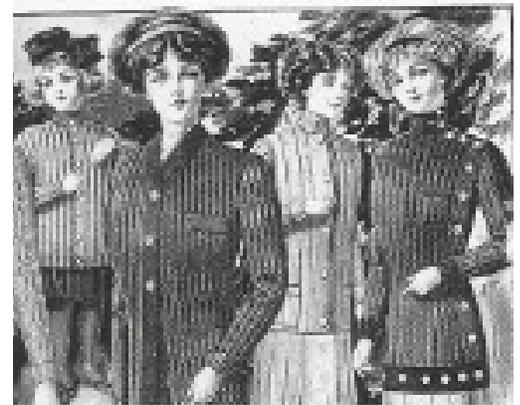
Sweaters shown for winter were usually semi-fitted, with straight sleeves. They had little or no trimming, except in the way of buttons. Lengths varied also from a style designed for general wear that reached just below the hips, to another designed for driving trips that extended almost to the knees. These sweaters were worn with cloth skirts of mixed color and made attractive and suitable garments for ever-day use. They were also pleasing change from the customary coats.

The desirable colors for sweaters were somewhat limited, usually being made of navy blue, tobacco or snuff brown, white, green or gray.

The best color for a sweater for motoring or driving was mouse gray. For the girl from sixteen to twenty years old the most becoming sweater was one of ivory white, with touches of color in the trimmings.

The sweaters designed for dressy afternoon or evening wear were made of lighter wool and in more elaborate styles. There was also a great variety of crocheted capes and wraps that were much lighter and dressier than the tailored, knitted sweater.

This double-breasted sweater with the new coat collar is in good style for an outside wrap. Plain dark colors should be chosen either in making or buying one.



*Women's Home Companion (June 1909), page 71*

*Women's Home Companion (July 1909), page 46*

*The Ladies' Home Journal (October 1910)*

*The Ladies' Home Journal (August 1911)*

# HISTORICAL VEHICLE'S

## 1954 Kaiser Darrin Convertible

|                           |                  |
|---------------------------|------------------|
| <b>Engine</b>             |                  |
| Configuration             | I-6              |
| Location                  | Front            |
| Displacement              | 161 Cu In        |
| Bore                      | 3.125 In         |
| Stroke                    | 3.5 In           |
| Valve train               | 12 Valves / SV   |
| Carburetor                | Single Downdraft |
| Coolant                   | Liquid           |
| Power                     | 90 HP            |
| Compression               | 7.6 / 1          |
| Torque                    | 135 Ft Lbs       |
| <b>Drivetrain</b>         |                  |
| Transmission              | 3 Speed Manual   |
| Drive                     | Rear Wheel       |
| <b>Dimensions</b>         |                  |
| Wheelbase                 | 100 In           |
| Front Track               | 54 In            |
| Rear Track                | 54 In            |
| Length                    | 184 In           |
| Width                     | 68 In            |
| Height                    | 51 In            |
| Weight                    | 2176 Lbs         |
| <b>Wheels &amp; Tires</b> |                  |
| Wheels                    | 15 In            |
| Tires                     | 5.9 x 15         |



The Kaiser Darrin was conceived as part of a movement in Detroit to compete head-to-head with European roadsters being imported to and sold in the United States in the post-World War II period. Among other products developed were the Ford Thunderbird in its initial two-seat form and Chevrolet Corvette. Essentially a revamp of Kaiser's Henry J compact, the Kaiser Darrin was one of its designer's final achievements and was noted for being one of the first American cars equipped with a fiberglass body and doors that slid on tracks into the front fender wells. While the Darrin was designed attractively, it was also under powered and, while a good performer overall, it did not measure up to foreign vehicles such as the MG TF or Triumph TR2. The Darrin's high price tag, lack of consumer confidence in Kaiser's viability and practical challenges with the car's design resulted in low sales, though sports cars at the time were generally not fast sellers.

Only 435 production Darrins and six prototypes were built. Crumbling corporate finances caused Kaiser to terminate the program.



*"The Owners Manual, Venice, Florida"*

# The EMF Company

*(Continued from June 2018 Moto Meter Issue)*

## **Flanders Introduces Ford to Production Scheduling (Continued)**

When Flanders arrived at Ford, he found that a production schedule did not exist. Ford merely built every car that he could. The newfound popularity of the inexpensive Model N caused this practice to change. By late fall of 1906, demand began outstripping supply. This was fine with Walter Flanders as head of production. It provided him with a reason to forecast a 12-month build program and arrange for the purchase of materials and parts on a strictly scheduled basis. Dealers were told the number of cars they would receive to sell each month. Flanders then hired an expert stock-keeper to keep a running account of all materials and parts on hand. When all materials and parts on were pared down to a 10-day supply, he was told that he had to strictly maintain that number. This ended Ford's helter-skelter, day-by-day scramble to keep the necessary parts and materials on hand. In this sense, Flanders was a very early practitioner of the "just-in-time" formula adopted by most large car companies today.

## **Consolidating Assembly at the Ford Piquette Plant**

Early in 1907, Flanders and Walburn began removing the better machinery from the Ford Bellevue plant and installing them at Piquette. Moving in and installing the better Bellevue machinery and adding new machines to a vastly enlarged Piquette plant was quite a challenge. All the heavy equipment meant for such tasks as manufacturing engine blocks, cylinder, crankshafts, and crankcases was located on the main floor. Lighter machinery was installed on the second floor, and the third floor was reserved for final assembly. Under Flanders' and Walburn's supervision, all tasks were arranged so that there was a logical progression of the build of an automobile-from raw materials to finished product.

## **Flanders Quits Ford Motor Company**

On April 15, 1908, Walter Flanders resigned from the Ford Motor Company. Only six weeks earlier, Henry Ford had announced his plans for a successor to the Model N, namely, the Model T. The Wayne Automobile Company simply gave Flanders and his two friends Barney Everitt and Bill Metzger an opportunity to run their own car company-an opportunity too good to be ignored. Flanders' departure from Ford Motor company meant that the third and final leg was in place for the formation of the Everitt-Metzger-Flanders Company.

## **Flanders Takes over the Wayne Automobile Company Production**

Getting the Wayne Automobile Company in the black was the reason for the hiring of the Flanders team of production experts. Yet, as they might the Flanders team could not make enough headway. With three different versions of the 1908 Wayne Model 30, each selling for approximately \$2,500, one would think that the size of the profit made on each car would be substantial. Unfortunately, despite Flanders' best efforts to cut costs, the company was losing 400 to 450 dollars on each car sold. In Flanders opinion, if they expected to make money on a new product, it could come only from heading in the opposite direction. He argued that a smaller touring car selling at approximately \$1250-half the price of the current Wayne 30-would generate much more sales volume and thereby greater revenue even though the profit margin per vehicle would be lower. The car he had in mind would be the size of a intermediate, designed to be as good as a Cadillac or a Chalmers or a Mitchell, but underselling them by several hundred dollars. Flanders claimed that such a vehicle could bring the company a profit, but one that would be based on building and selling a large number of vehicles rather than a few at a high price. The directors then decided that the best course of action in response to Flanders' proposal would be to dissolve the Wayne Automobile Company.

*(Continued on page 10)*

# Classifieds

## Club Members Buy - Sell - Trade

None

### TRIVIA ANSWER

*During the 1920s, Abner Doble provided a 100,000-mile guarantee on the furnace-boiler system for the overbuilt, steam-powered cars that bore his name, along with three-year coverage on the remainder of the vehicle. Yet again, demonstrating that there aren't as many "new" ideas in the automotive industry as you might imagine.*

### JON'S CORNER ANSWERS

1. The Adams-Farwell was produced in Dubuque, IA.
2. The Jeffery was renamed Nash after its new owner Charles Nash.
3. The last 2 cylinder Maxwell was called the Messenger, produced in 1912.

### LEGAL DISCLAIMER

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### Something Being Lost

Meanwhile, the number of guys I meet today who can't even change a tire is absolutely amazing. A while back I stopped to see if a couple in a BMW with a flat tire were okay. I asked the guy if he had a spare. He said, "I don't think so." We opened the trunk and found the spare. Then he pointed to the plastic cover over the lug nuts and said, "How do you get the wheels off?" I showed him, and he was stunned. We changed the tire together, and he really felt involved with his "Bimmer". All he had done to this point was drive it, but now he had actually fixed his vehicle. I'll bet he never looked at that car the same way again.

*By Jay Leno - open internet sources*

### The EMF Company

They then would form a new company whose name would be publicly associated with three of the most well-known personalities in the industry at that time: Everitt, Metzger, and Flanders. In turn, the new concern would take over the Wayne Automobile Company properties and use them as the basis for building a intermediate, lower-priced touring car.

*(To be continued in the August Moto Meter)*

# Classifieds

|  |   |  |
|--|---|--|
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**July 4 Picnic**

**Bring meat dish and another dish to share. Club provides beverages. Bring your own table service, plates, cups and chairs. Gather at 3:00 to visit. Eat at 4:00. Parade starts at 6:00. If you plan to drive in the parade, don't forget your candy for all the little ones along the parade route.**



**DONNA MAE MEEKS**  
Cedar Rapids

Donna Meeks, 74, died on Monday, May 28, 2018, from a stroke. Funeral services were held on Friday, June 1, at Cedar Memorial Chapel with burial following.

Donna is survived by a son, Keven Hendrickson, his wife Jodi, and grandchildren, Brandon and Paige, other relatives and a host of friends in the CRRAACA club and the Hawk A Model A Club. She will be remembered for her beautiful smile, her caring spirit and the many cards that she made for members. We have all lost a good friend but cherish the memories and good times that we shared with Donna.

The Moto Meter  
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July 2018-Moto Meter