



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

JUNE 2017

Vol. 55-06

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Judy Ortiz

PRESIDENT'S MESSAGE

This will be my last message until later this year. Al will be writing future columns. You know I've had trouble finding things to write about. So I decided to learn something new and write about that. Luckily Lee Votroubek agreed to teach me how to drive a Model A. So we met him at Hawkeye Downs. He brought his 1929 Model A truck. Yea! I love old trucks. Lee said that "29's" were the last model that Ford made vehicles so the owners could easily maintain their cars. His truck is a 4 cylinder flathead engine. Since I couldn't tell the "A" and "T" apart, Lee told me that the A's have a front bumper. They have a little Ford sign on the front that the T's don't have. He told me more but I did not get it all written down. I had no idea the gas tank was on top of the engine, right in front of the driver.

So we started talking about running the truck. When driving, gas shut off (the petcock) should be open or pulled down; when parked, it should be closed for safety.

The gas that the cars used before 1935 was leaded, unlike now being unleaded. They used the lead in the gas to lubricate the engine parts. Now they add a gasoline additive called Marvel to lubricate these old engines.

Lee's truck only has a little over 104,000 miles. Over 80 years with only that many miles, Wow! Original "T" had a trip gauge and a gas gauge. Model T's had hand crank in all the cars. The cars had a key too.

I was very surprised to learn that the early cars were automatic. 1909

and after, the automatic was a little different than earlier. I had always thought they were stick shifts. So now for the driving part, Lee drove around the parking lot first to give me something to follow. Turn the key, pull the choke out especially if it is cold. When it starts, push choke in. Don't forget to take the emergency brake off. (I did when it became my turn). So my toughest part was getting in and out. Lee said I might have trouble; it was hard to get in even for him. Well my "girth" caused a lot of trouble. I was having a heck of a time, pushing and pulling, and then I told Dan I thought I was caught on something. After he unhooked me I was able to get in, not easily but I did it!!! Tight fit! I would say it is hard to get in, even without my girth, unless you were as little as Paul Kumley. I had trouble shifting, my knee had trouble lifting up so I could put my foot on the clutch. Shifting was a little loud, grinding at the beginning of the shift and the end but I got a little better the more I did it. Since I have driven a stick shift, it helped. The steering was really hard; Lee made it look so easy. I started to turn and thought I was going to run into a light pole, finally got some muscle and turned. WOW! I drove it around a 3 or 4 times in an oval, shifting to the different gears. I really enjoyed driving and learning about the Model T's and A's. (Continued)

President Message (continued)

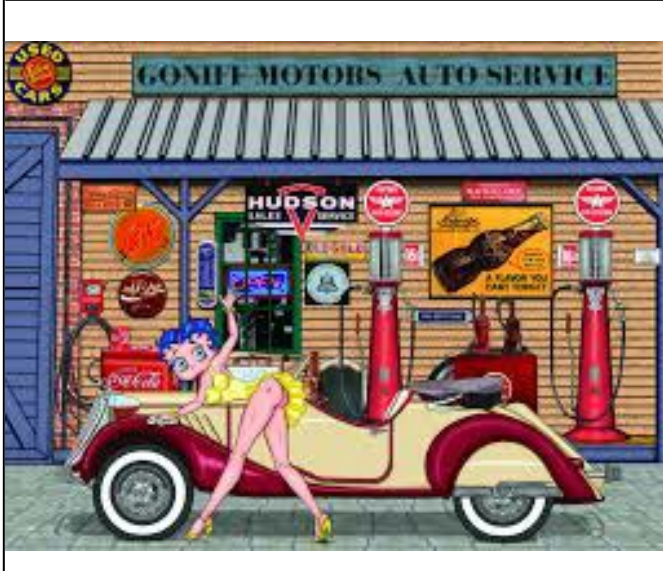
I would love to have a T or A but Dan and I agreed we aren't built for them. All in all it was a great experience. I really respect those who drive these cars on road trips. The Corvair doesn't have power steering but it is easier than the A. THANK YOU very much Lee!!! See you in June.

Judy

ULTIMATE MYSTERY



In January 1930, Cadillac debuted its V16 in a car named for a theatrical version of a 1920's film seen by Harley Earl while designing the body. What's that name?



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HISTORICAL VEHICLE



1937 Hansa Type 1700 Sport

Hansa - A u t o m o b i l Gesellschaft M.B.H was established in 1905 at Bremen, Germany. In 1914, the company merged with Norddeutsche Automobil und Motoren AG to form Hansa-Lloyd-Werke A.G.. In 1931, Hansa-Lloyd was bought by Borgward, as the factory was conveniently located opposite to the Borgward factory on Föhrenstrasse in Bremen-Hastedt. The range of trucks of Hansa Lloyd was complementing the Borgward Goliath range, and the purchase allowed Carl Borgward to fulfill his dream to produce his own cars. Borgward stopped Hansa Lloyd's production of luxury cars, but continued its line of trucks until 1937. The brand name Hansa became the name of several passenger car models. The Hansa Konsul and Hansa Matador were introduced and shortly thereafter the small rear engine Hansa 400 and 500. In April 1933 the tax rules which were favoring small cars such as the Hansa 400 were abolished. Borgward decided to produce the new Hansa 1100 four-cylinder two-door all-steel Sedan, and then the six-cylinder 1700 and 2000. Beginning in 1939, the 2000 carried the Borgward brand. Over time, the name Hansa started to be phased out, becoming Hansa Borgward, then Borgward Hansa and finally Borgward. The Borgward Hansa 1500, introduced in 1949, was the first post-war car in German, followed by the Borgward Hansa 2400 large fastback sedan in 1952. From 1958, during the last three years of production, the former Goliath 1100 automobile was sold under the Hansa 1100 brand name until the Borgward group collapsed in 1961.

*Justine Patty Wells
Owner's Manual March*



CHEVY COVAIR

It all started back in about '01 when we were talked into driving the Stretcher Truck for the TWIN RIVERS TOUR. We liked it! WE drove the stretcher for a couple more years as guests of the club. We decided to join. Being somewhat disappointed because we missed some of the stuff, we decided to drive our own car. Judy watched some of the watchers along the route. She noticed that they really watched the old cars. But when we went by they paid no attention to us. That's when we decided to look for an "old" car. I had a 63 Corvair back in the day and liked it very much. So we started to look for a Corvair. Lo and behold John Maxwell put us onto Rance Schlenker. We went to see the car. He delivered it in May of 2003 with only 7975 original miles on it. The engine was stuck and had to be rebuilt. The Club came through for me again. Kay Huffaker said she had worked on Corvair engines before and was willing to give it a go. With the engine out and Kay, Loren, and Dale Benskin doing their magic on it I started on the other stuff. Removed the gas tank and had it cleaned and coated. While the gas tank was out I replaced all of the gas and break lines and rebuilt the master and wheel cylinders and cleaned the interior. Eventually the Corvair came together. It was brought back to life, after about 40 years of being asleep, just in time for the FOUNDERS TOUR in May of 2006. We drove it for several years. Judy wanted to enter it in the 2012 Spring Meet and was awarded the HPOF. Then in July 2013 we lost the ability to call it completely original. We were getting ready to leave on the Twin Rivers Tour. Judy was getting into the car and the stretcher was pulling out. It caught her door and bent it way forward. Thanks to Bob Schillig for recommending Eddie's Rod and Custom and Eddy for doing the work. And John Maxwell came through again for pointing me to Bernie Friedan in Fairfax for the door and hinges.

We are looking forward to another driving season if I would just get out and get 'er going for the season.

Covair Specs.

Chevrolet Corvair is an automobile that has a salon (sedan) body style with a rear mounted engine powering The rear wheels. The 2.7 litre engine is a naturally aspirated, overhead valve, 6 cylinder unit that develops 95 bhp (96 PS/71 kW) of power at 3700 rpm, and maximum torque of 154 N. m (114 lb.)

REGION NEWS & INFORMATION

May 4, 2017 CEDAR RAPIDS REGION AACA MEETING

The May meeting was held at the Hiawatha Community Center. Jerolee Stout led the Pledge of Allegiance. Judy Ortz presided over the meeting.

Paul Kumley's sister was a visitor.

May Birthdays and Anniversaries were recognized. Jan Wenger said Mary Wenger's birthday was not in May. Larry Yoder stated Linda Yoder's birthday was May 6.

A Moment of Silence was held for Ray Warren. Jerolee Stout read a Thank You note from the family of Ray Warren. Brenda Juby said David had been in the hospital again but was home now. Clyde Melvin updated us about his parents. Carl Ohrt updated us about Barb Ohrt.

Frank Reynolds made a motion to approve the minutes of last month's meeting as published in the Moto Meter with a second from Carl Ohrt. Motion approved

Sylvia Copley read the Treasurer's Report. Pete Bischoff made a motion to approve the report with a second from Sharon Schminke. Motion approved.

Old Business

Twin Rivers tour is July 31-August 4 Information is in the Motor Meter . Reservations must be made to the hotel before June 15th.

Barbara Waterhouse Miller and Donna Meeks are working on a tour to Hazelton in September. Judy Ortz ask club members for other places the club would like to tour. Ron Aschbrenner said he was looking into a tour to Montezuma.

Pancake Breakfast is May 14th. Paul Kumley ask for a show of hands on those planning to attend.

New Business

The club voted on the Teddy Bear action proceeds to go to the Honor Flight. Pete Bischoff made the motion and Ron Aschbrenner seconded. Motion carried.

Judy Ortz said the board had made a recommendation that the club pay half the Twin River Tour Banquet. Donna Meeks made a motion for approval. It was seconded by Pete Bischoff. Motion Approved.

Judy Ortz ask that those attending the July 6 meeting to bring bars or cookies.

Judy Ortz said the May Board Meeting is at Tommy's on Edgewood Road.

Judy thanked Sharon and Virgil Schminke and Carl and Barb Ohrt for treats.

Buy Sell and Trade was conducted by Pete Bishoff.

Motion was made for adjournment by Shareen Melvin and seconded by Marge Reynolds. Motion Carried.

Respectfully submitted
Jeri Stout

2017 Twin Rivers Tour

July 31 to Aug 4, 2017

All rooms are reserved under AACA and Neil Rohlena.

You are responsible for making your own reservations. Our block of rooms are released Sat. June 15 to the public.

July 31, Aug 1, 2, 3 and 4

Winterset –

Covered Bridge Inn \$77.28 including tax PH – (515) 462-4888

Vermeer Museum, Pella

Pella Vermeer Windmill & Museum

Johnny Carson's birthplace

R & S Classics

Griswold Farmall Country

Drews Quality Chocolate

Iowa Quilt Museum

Greenfield Opera House

John Wayne Birthplace

Ukrainian personal Museum

Pella Historical Museum

Cabbage Patch doll collection

Schildberg car collection

Mike Travis Rumley/Avery tractor collection

Covered bridge bus tour

Freedom Rock tour

History of Fairway Stores

Bierbaum Alice Chalmer tractor collection

Apple Cider winery

Many More !!!!



2017 Twin Rivers Tour

July 31 to Aug 4, 2017

All rooms are reserved under AACA and Neil Rohlena

You are responsible for making your own reservations. Our block of rooms will be released Frid. June 30 to the public.

Winterset Covered Bridge Inn \$77.28 including tax PH-(515) 462-4888

See last month Moto Reader for more of the sites.

CUT HERE

2017 Twin Rivers Tour Registration
Registration Deadline is Friday June 30

Names of those touring _____

Address _____

Home Phone _____ Cell Phones _____

Make of car _____

Mon. July 31 – Pella Historical Village & Windmill Tour \$9.00 each x _____ = _____

Mon. July 31 – Monarchs Restaurant Lunch - Pella \$12.00 each x _____ = _____

Tue. Aug 1 – Johnny Carson’s Birth Place Tour \$7.00 each x _____ = _____

Tue. Aug 1 – Donation for Mike Travis Rumley tour & Lunch \$10.00 each x _____ = _____

Tue. Aug 1 – Donation for Bierbaum Allis Chalmers tour \$2.00 each x _____ = _____

Tue. Aug 1 – Donation for Griswold Farmall Country Tour \$2.00 each x _____ = _____

Tue. Aug 1 – Buffet Supper at Dusty’s Place \$11.00 each x _____ = _____

Tue. Aug 1 – Donation for Cabbage patch Dolls tour. \$2.00 each x _____ = _____

Wed. Aug 2 – Bus tour of the Bridges of Madison County \$10.00 each x _____ = _____

Wed. Aug 2 - John Wayne Museum \$10.00 each x _____ = _____

Wed. Aug 2 – Lunch at the Lutheran Church in North Winterset \$10.00 each x _____ = _____

Wed. Aug 2 – Iowa Quilt Museum & Special Tour \$8.00 each x _____ = _____

Wed. Aug 2 – Winterset Cidery tour and tasting \$5.00 each x _____ = _____

Thur. Aug 3 – Greenfield Opera House Tour \$3.00 each x _____ = _____

Thur. Aug 3 – Banquet Sports Page Lounge (club pays ½)----- \$14= \$7.00 each x _____ = _____
(Non members pay \$14.00)

Frid. Aug 4 – Unique tour of Howells Nursery & plant drying barn \$3.00 each x _____ = _____

Total _____

This registration and check made out to CRRAACA MUST be to Neil Rohlena, 7309 Selzer Rd., Fairfax, Iowa, 52228 by deadline of Friday June 30.

ACTIVITIES AND EVENTS

2017 REGION CALENDAR

Social Night

June 5, 2017	Harvest Grain
July 10, 2017	TBD
August 7, 2017	TBD
September 11, 2017	TBD
October 9, 2017	TBD
November 6, 2017	TBD
December 11, 2017	TBD

Social Night starts at 6:00 PM. When the weather is good, please drive your cars to social nights. The point of this activity is not only to eat together, but also to advertise the club and have people looking at and appreciating our older cars.

Business meeting

June 1, 2017
July 6, 2017*
August 10, 2017
September 7, 2017
October 5, 2017
November 2, 2017
December 7, 2017 - Christmas Party

* July 6 meeting is in parking lot with other car clubs. Starts at 6:30 pm.

All meetings will start at 7:00 PM -Hiawatha Com. Center

Board Meetings

June 15, 2017	Scott's
July 20, 2017	TBD
August 17, 2017	TBD
September 21, 2017	TBD
October 19, 2017	TBD
November 16, 2017	TBD
December, 2017	No Meeting

All meetings will start at 6:00 PM

Special Events

May 27, 2017 - Tractor Display and Drive, Time 7:30-9:00. Meet west side of bleachers at Hawkeye Downs. Tractor drive, 9:00.

June 3, 2017 - Lions Car Show, Time 9:00 am - 3:00

June 15-17, 2017 - AACA Grand National Meet - KC Region, Independence, KS

June 24, 2017 - Tour, Paul Kumley (coordinator) Meet east side of Menards in Marion. Bring \$5 for museum + your own lunch, cameras for group picture and lawn chairs.

July 31-August 4, 2017 - CRRAACA Twin Rivers Tour

August 12, 2017 - Lawn Party at Auterman's. Gather at 3:00; eat at 5:00. Meat/drink provided. Bring 2 dishes to share, table service, lawn chairs.

August 17-19, 2017 - AACA Central Fall Meet - Mississippi Valley Region, Bettendorf, IA

September 17-22, 2017 - AAA Glidden Tour (AACA hosted), NE Region, Hastings, NE

October 4-7, 2017 - Easter Fall Meet, Hershey Region, Hershey, PA

2017 Treats Schedule

May - Schminkes and Ohrts

June - Shannons and Millards

July - Robertsons and Autermans

August - Marge and Frank Reynolds

September - Dan and Judy Ortz, Karen & Neil Rohlena

October -

November - Lee and Denise Votroubek

December - Christmas Party



Dan & Judy Ortz

Dan and Judy Ortz would like to invite you to their 50th Wedding Anniversary Party. It will be held at Manhattan Pavilion on Ellis Boulevard in Ellis Park. The pavilion is right along the road by Robins Lake. The party starts at 11:00AM until 3:00PM on June 3rd. Stop by to say hello, have a bite to eat and stay to visit.

1955-57 Thunderbird

Unforgettable is simply not a big enough word to describe Ford's first Thunderbird, built with two seats only from 1955 to 1957. Even people who couldn't care less about cars will more often than not stop and smile when an "Early Bird" glides into view. That long, prestigious hood and cute little rear deck. Those classic portholes and Continental kit added in 1956. The pair of polite, trendy fins that sprouted out back in 1957. It would be on a tidy 102-inch wheelbase Ford's original Thunderbird, built from 1955 to '57, combined loads of luxury and class with just enough sportiness to inspire some critics to call these classic two-seater rivals.

Introduced in '54, Ford's new Y-block V-8 (lower left) was standard for the 1955-'57 T-bird. An optional 312-cid Y-block joined the base 292-cid version in '56. A removable fiberglass hardtop was available from the get-go for Ford's sexy two-seat convertible.

A stylish "porthole" was added to Thunderbird roofs in '56, but topless travel was the only way to be seen at the wheel of an "Early Bird." While initial raves suited the Early Bird's creators to a T, market realities forced Ford's hand to plan a radical change. The enlarged "Squarebird" of 1958 ensured Thunderbird drivers of a ride into a decade as sales jumped a whopping 76 percent

The Thunderbird legacy rolled through 11 generations during its 50-year run. Introducing unitized body-frame construction into the mix, the "Squarebird" was followed by the restyled "Roundbird" from '61 to '63 with another unit-bodied Bird on the market from '64 to '66. Body-on-frame construction returned in '67 for the fifth-generation Bird, a truly big machine offered with either two or four doors. The even-larger '72 was basically a rebadged Lincoln. A unitized platform returned in '77 beneath the downsized eighth-generation T-bird, based on Ford's mid-sized LTD II. Award winning aerodynamics adorned the '83 model, and an even slicker shell debuted six years later. The story finally came full circle after J Mays' nostalgic two-seater hit the streets in 2012.

As in 1955, fancy wheel covers (done in either a conventional full style or a simulated wire wheel design) were available at extra cost for the 1956 T-bird (top). A radio was optional inside, as were power windows and a four-way power seat. 2002.

1955-57 Thunderbird Specifications

Model	Production	Length	Height	Weight	Base Engine	Transmission
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1955 Thunderbird	16,155	175.5"	52.2"	2,980 lbs.	193-hp 292-cid V-8	Three-speed manual
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1956 Thunderbird	15,631	185"*	52.5"	3,088 lbs.	200-hp 292-cid V-8	Three-speed manual**
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1957 Thunderbird	21,380	181.4"	51.6"	3,144 lbs.	212-hp 292-cid V-8	Three-speed manual
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1955-57 Thunderbird Prices

1955 Thunderbird \$2,944 (then), \$16,400-\$53,000* (now)

1956 Thunderbird \$3,151 (then), \$18,100-\$65,000* (now)



Telling the three Early Birds part is simple. Along with its porthole roof, the 1956 model (above) was fitted with a trendy Continental-kit spare tire. The spare went back inside in 1957 (right) as the trunk was lengthened and crowned with humble tail fins.



KIDS & CARS

For most of us, it started out this way. Plastic Models, Slot Cars, Hot Wheels — they were the gate way drug to the real thing later in life. Do you want your old stuff back? You just need to know where to look.

Model Car kits: Reissues of classic kits and some N.O.S. kits are still at your corner hobby shop. \$8–\$60

Slot car racetrack: Aurora and TYCO HO slot car sets from the '70s are still yard sale and eBay staples. Other than the plastic guard rails, there's little to break; most still work fine. \$25–\$60

These pre-R/C programmable cars used punch cards to make them run in basic patterns. About \$50 on eBay for a nice one in the box.

Hot wheels case: The iconic rally wheel-shaped carrying case. Antique stores, yard sales and eBay. About \$20 empty.

Old car magazines: Get back the issues your Civics teacher confiscated. \$3–\$10.

SO WHAT IS THE PROBLEM

The biggest Problem facing the classic car world today comes down to kids. For the most part, younger people just aren't interested in automobiles the way they once were. In the 1960's and 70's, kids needed to drive to have a social life. Today, with cell phones, texting and social media, there's less of a need to physically be together in order to hang out. As a result, the number of teen and young adult drivers has diminished dramatically. It's interesting to note that many young people are putting off learning to drive—especially those who live in the cities. A nephew of mine finally got his driver's license while in college.

If kids aren't interested in cars or the mobility they bring, there's not a lot we can do. However, once they reach a certain age — 22, and just out of college — a car often has a greater appeal. Jobs and travel mean that these young people will probably need an automobile.

Learning to love cars is a lot like gaining a taste for wine or an eye for art. You take an initial interest, you become educated and you eventually gain an appreciation.

The first step for those of us already involved is to open young eyes to the need for a car. Then we have to show them that old cars can offer more smiles than new ones. Classic car shows on television offer exposure to old cars, and while you won't get a person who doesn't like cars to read a car magazine, TV is entertainment and a great tool for piquing a young person's interest. And, of course, nothing beats getting your son, daughter, nephew, niece or neighbor into your own old car, with the scent of leather, the cool Bakelite knobs and chrome, and all the sounds and other smells old cars produce. The final step is pretty obvious: Take them out and let them drive the car, even if it means a few lessons on how to use a manual transmission.

Once you get them in an old car and behind the wheel, 90 percent of the time they're hooked. That's what got me when I was a kid. I was already a veteran passenger in Dad's VW Karmin Ghia, but once I took a ride in something I really enjoyed — like the 1968 Fastback Mustang in which the owner scared me witless — I was really and truly converted.

We need to give young people exposure to old cars. They get to experience what it's really like to be around great cars, and more often than not, the enthusiasm of the owners is contagious. Then we've got 'em.

By: D. Juby

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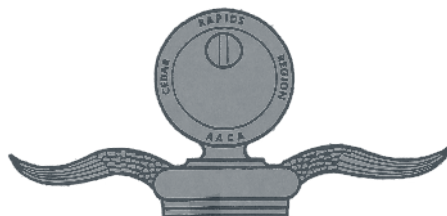
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Club Members Buy - Sell - Trade

1930-31 Victoria Slant Windshield with original steel frame. Frame has been professionally restored. \$300.00 Ph. 918-520-6479 Evenings.

For Sale by Bill Ackermann: 1969 Ford Ranchero and 1930 Model A Tudor Sedan. Please call Sandy Fetzer at 378-1843 or Deb Weisskopf at 828-4115 for more information.

The Moto Meter
Cedar Rapids Region AACA
Brenda Juby
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