



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 2018

Vol. 55-06

2018 Regional Board Members

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The Silent Treatment

A man and his wife were having some problems at home and were giving each other the silent treatment. Suddenly, the man realized that the next day, he would need his wife to wake him at 5:00 AM for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, "Please wake me at 5:00 AM." He left it where he knew she would find it. The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his flight. Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed. The paper said, "It is 5:00 AM. Wake up." Men are not equipped for these kinds of contests. God may have created man before woman, but there is always a rough draft before the masterpiece. *The Editor*

In this month issue we are excited to publish two articles about an automobile and a tractor that were built in Iowa. In Dubuque, Iowa, Eugene Adams-Farwell produced automobiles between 1898 thru 1907. John Deere purchased the Waterloo "Waterboy Tractor" company in 1918. June 2018 is the 100 year anniversary of this event and is being celebrated in Waterloo on the weekend of June 22, 2018.

PRESIDENT'S RAMBLINGS

What a wonderful thunderstorm early this morning. It was like a Bela Lugosi movie. Bright lightning and loud thunder. This was at 4 AM as I got ready to take some friends to the Cedar Rapids airport for a 5 o'clock flight. My friend caught me in a weak moment as I dislike mornings. I'm going to get my six door out of storage this week, check all of the fluids and air up the tires. Should be ready for some nice summer drives. Work continues on my blue half ton pickup. I'm putting on the front fenders and radiator support which led to a slight cab alignment. I'm in my fourth year assembling what started out to be a simple engine and transmission swap. If you add in a full frame-off restoration, all wiring, interior, and glass, I guess I'm doing ok though.

We hope to see you on a tour or a car show this summer. Happy Trails.

Your President,
Alan Meeker

Note: Don't miss Judy Ortiz message on page 10.

JON'S CORNER

1. In what year was the first Chrysler produced with 4 wheel hydraulic brakes produced?
2. In what year was the first Chevrolet overhead valve V 8 engine produced?
3. In what year was the Cedar Rapids Region AACA organized and who was the president?

(Answers on page 10)

TRIVIA QUESTION

What fine, early car company went from building automobiles to brewing beer?

(Answer on page 10)

REGION NEWS & INFORMATION

May 3, 2018 CEDAR RAPIDS REGION AACA MEETING

Co-president Judy Ortiz called the meeting to order with members reciting the Pledge of Alliance at 7:03 pm. Recognition of Birthdays and Anniversaries No new deaths . It was reported that Al Etzel was in a nursing home. Minutes from the April meeting as appeared in the Moto Meter were approved by Jan Wenger and seconded by Carl Ohrt. Motion carried.

Treasurer, Sylvia Copler read the Treasurer Report. Motion to approve the report were Pete Bischoff and Virgil Schminke seconded. Motion carried.

Judy Ortiz had copies of our June 12 Car Show Flyer and the Clubs By-Laws printed. She ask people to pick up and distribute the car show fliers. The by-laws were for club members that wanted or didn't retain the copies of the by-laws.

The Garage Tour is to be held May 12. Paul Kumley wasn't at the meeting for details. They were to meet at MidTown (South) in Iowa City at 8:30.

Mother's Day Pancake Breakfast is May 13.

Co-president Judy Ortiz ask for members to bring cookies or bars for the car show on June 12. Several people volunteered.

The club will have a meeting on July 5.

The co-president ask for ideas for club meeting (speakers, etc.). She said people told her they weren't attending due to the meetings being the same. John Reynolds said he would be willing to take care of June.

Larry Yoder reported on the Spring Banquet April 28, in a Amish home in Kalona. It was very good and well attended.

Lee Votroubek ask for a volunteer to set up the speaker system every other meeting. He would take care of every other month but didn't want to do it every meeting.

Judy Ortiz ask if anyone that wanted to be on the Calling Tree to contact her.

Frank Reynolds showed club members the clock the club had made for Neil and Karen Rohlena for all their service. They weren't present at the meeting.

John Reynolds said that on Thursday, June 14 there was a tour at the John Deere Tractor Museum and Factory in Waterloo. Anyone wanting to go should meet at Sam's club parking lot on Blairsferry Road at 8:00 am. The cost is free.

Judy Ortiz thanked Todd Schminke, Virgil Schminke, Sharon Schminke and Carl Ohrt for doing treats.

Buy Sell and Trade was conducted by Lee Votroubek

Dave Juby made a motion to adjourn and Pete Bischoff seconded the motion. Motion Carried.

The Auction with Carl Ohrt as auctioneer was held after the meeting.

Submitted by
Jeri Stout, Secretary

NOTE: Karen Rohlena has gone to a care center. It is Gardens of Cedar Rapids. **5710 Dean Rd—Room 215 Cedar Rapids, Iowa 52404.** Karen's cell is **319 350 7458.**

ACTIVITIES AND EVENTS

2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>June 12- Hiawatha Comm.. Center, Car Show (NOTE: Date Change)</p> <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><u>June 7</u></p> <p>July 5</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 Hiawatha Com. Center</p>	<p>June 21-Scott's</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>July 4th Picnic Date: 7/4/2018 at Ely Park</p> <p>July 28, 2018 (New Event) Model T Days Meet at: Dale Lynch 4730 Rapid Creek Rk N.E., Iowa City, Iowa Time:10 AM</p> <p>Twin Rivers Tour May be canceled if no one chooses to lead it.</p> <p>August 11, 2018 Lawn party at Tom & Joan Auterman</p> <p>Fall Banquet Date: TBD</p> <p>Christmas Party Date: December 6, 2018</p>	<p><u>Car Show</u></p> <p>June 15th: Monthly Cruise-In</p> <p><u>CRRAACA Car Tours</u></p> <p>May ?</p> <p>Waterloo, Iowa Tour June 14, 2018 Meet at: Sams Parking Lot on Blairs Ferry Road Time: Gather at 8:00 Leave: 8:30 A.M.</p> <p>July ? Twin Rivers Tour Date: TBD</p> <p>August ?</p> <p>September ?</p> <p>October ?</p>	<p>June 2018 Sylvia &Daryl Copler/Judy & Ken Robertson</p> <p>July 2018 TBD</p> <p>Aug. 2018 TBD</p> <p>Sept. 2018 Dan & Judy Ortz/Karen & Neil Rohlena</p> <p>Oct. 2018 Harry & Jane Hawley</p> <p>Nov. 2018 TBD</p> <p>Dec. 2018 Pete & Pat Bischoff</p>

HISTORICAL VEHICLE'S

The Adams-Farwell Automobile & The Adams Co.

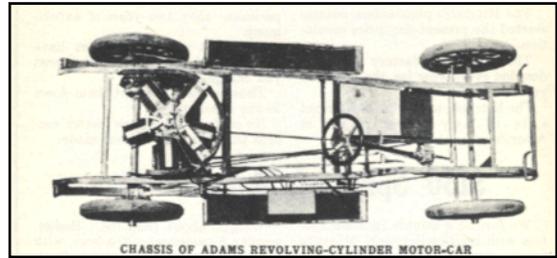


**Adams- Farwell
The Adams Co.
Dubuque, Iowa
1904-1913**

The Adams-Farwell history began in 1883. In that year Eugene Adams and his brother Herbert established The Adams Company, a manufacturer of such wide-ranging items as stoves, fireplace equipment, and milling equipment in Dubuque. Fay Oliver Farwell joined the firm between 1885 and 1888. He may have been recruited because he began his employment as general superintendent. The Adams brothers encouraged Farwell to experiment with his ideas using their equipment. Farwell was intrigued with self-propelled vehicles. Inspired by what he saw at the World' Fair in 1893, he returned to Dubuque and began work on a rotary engine. Eugene Adams-Farwell produced automobiles between 1898 and 1907. The Adams Co. manufactured fifty-two automobiles featuring futuristic innovations including fuel injection, supercharging, and automatic timing. There was even a model capable of 75 miles-per-hour, if a road could be found that could handle such speeds.

The car was the first in the world to be powered with an air-cooled *Rotary Engine*

placed in the rear of the car ahead of the axle on a vertical axis.



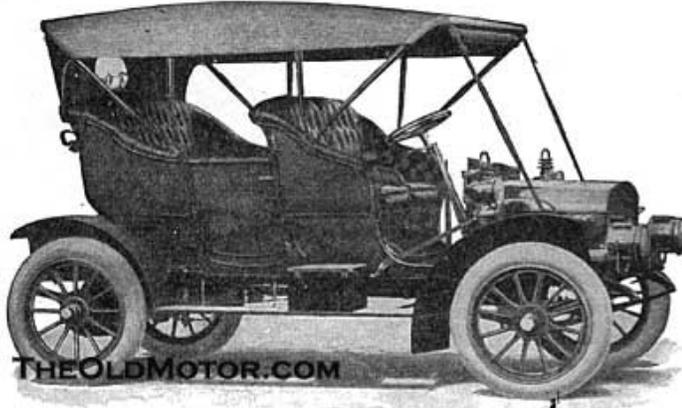
The first successful rotary engine is generally attributed to F.O. Farwell in 1896, and was built by the Adams Company of Dubuque, Iowa. A three cylinder version powered the first rubber-tired automobile in 1899.

Model One, Adams-Farwell's first "horseless carriage," was built with the rotary engine, transmission, and gas tank linked to the front wheels of an express wagon. This was to be the only model designed with the engine in the front. The "vehicle" was not for sale given its crude nature and lack of safety devices.

Model Two, built about 1899, refined the car's appearance, comfort, and design. The engine was moved to the rear of the vehicle where it remained throughout succeeding models. All parts for the vehicle except the axles, springs and wheels were built in the Adams Company. Although Farwell believed it could be sold, it was never placed on the market.

The Model Three, built in the fall of 1901 or possible 1903, so captured Farwell's interest that in 1903 he added doors, canopy top and a glass windshield. Cars suddenly had potential for year-round use. One of the many unique qualities of the car involved the steering column. The entire assembly and foot pedals could be removed from the front and placed in slots in front of the back seats. This converted the car from a two-seat coupe to a roadster.

(Continued on page 5)



ADAMS-FARWELL

\$3,000

40-45 Horse Power. Five Cylinder Motor.
Air-Cooled.

Note rear seat is well forward of rear axle, which is conducive to easy riding.

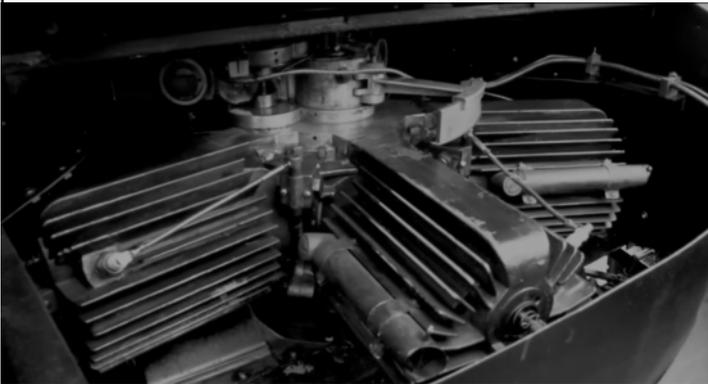
No Water. No Radiator. No Fan.
No Flywheel. No Muffler.

THE ADAMS COMPANY, DUBUQUE, IOWA

CHICAGO SALESROOMS: 1536 Michigan Ave.

The 1904 Adams-Farwell Model Five was powered by a twenty horsepower three-cylinder rotary engine.

The Model 6A (See Ad above) followed with five cylinders capable of producing forty to forty-five horsepower. With the body constructed locally at the Connolly Carriage and Buggy Company, this model cost \$2,500. When James Beach bought an Adams-Farwell he had difficulty getting a license to drive it because "authorities" in Des Moines did not believe there were any five-cylinder cars. They were wrong. The 1906 Adams-Farwell was also available in three-cylinder (25 horsepower).



The crankshaft stays put, connected to the frame of the car, while the crankcase rotates around it to drive the vehicle. In this case, that's a 1906 Adams-Farwell 6A Convertible Roundabout. This engine produced 50-horsepower from the five-cylinder

The first successful rotary engine is generally attributed to F.O. Farwell in 1896, and was built by the Adams Company.

Specification: Model 6A

Body: Convertible, open body, folding front seat, capable of being driven from the front or rear seat.

Color: Black with fine blue lines or as desired.

Upholstery: leather, curled hair and springs.

Seating Capacity: five; three on main seat and two on folding seat

Equipment: Acetylene search lights, one rear signal lamp, odometer, gradometer, horn, all necessary tools.

Wheels: 34 inch, artillery.

Wheel Base: 84 inches.

Tires: 34 x 4 inches.

Fenders: Patent leather.

Weight: 1,800 pounds.

50 HP.

3 Speed Forward, One speed reverse.

Gradometer: Determining the grade or decline of a street was made easier by an instrument that cost \$1.50 from Adams Company. The gradometer measured grade. If a road rose one foot over one hundred feet the incline would be one percent. One hundred percent would be a rise of one hundred feet over an advance of one hundred feet and would be represented by a line of forty-five degrees from a level line.

1919 Waterloo Boy Model N Tractor



Let this sink in: Next year this sparkling 1919 Waterloo Boy Model N will be 100 years old. That very same year, the Treaty of Versailles was signed, bringing an end to World War I, Theodore Roosevelt died, and Grand Canyon National Park was officially founded.

In 1918 John Deere announced that it had acquired the Waterloo Gasoline Engine Co. for \$2.35 million and would sell Waterloo Boy Tractors through its dealers—thus signaling Deere's now-historic entrance into the tractor business.

The Waterloo Boy popper engine, which would become a Deere mainstay, displaced 465 cu. in. and had a rated rpm of 750. The flat two-cylinder made 25 brake horsepower and 16 at the drawbar.

It's fuel of choice was kerosene, inhaled through a Schebler carburetor, but it could run on petroleum distillates (naphtha) or gasoline. A tank mounted on the inside of the left rear fender stored a small amount of gasoline used for starting and warming up the engine. A three way petcock near the carburetor could close the fuel flow from the big kerosene tank on the front, the gas tank in the rear, or it could shut the fuel off altogether.

Spark was provided by a high-tension magneto, so no batteries were required. Starting of course was via a crank on the side of the engine and required a degree of bravery as well as quick hands to remove the handle from the shaft when the engine started.

The N's engine was water-cooled, hence the radiator mounted behind the kerosene tank. A fan, driven by a belt ran off the crank pulley, forced air across the cooling fins and tubes while a belt-driven water pump circulated water through the engine's cooling jackets. The engine's valves were in the heads and activated by push rods and rocker arms mounted on the outside of the cylinders.

The Waterloo Model R that preceded the N used a one-speed transmission with reverse, but the N had two forward gears low-speed forward got you to just over 2 mph, while high-speed forward would let the 6,000 pound machine hit 3 mph. Final drive was via horizontal pinion gears that engaged enormous vertical ring gears mounted inside the circumference of the rear wheels. Small tanks on the tops of the rear fenders provided lubrication for the drive setup.

(Continued on page 7)

(Continued from page 6)

Up front, the cast front axle was located by radius rods, and a center pin allowed it to pivot up and down, helping the tractor negotiate uneven terrain. Earlier machines used chains to steer the front wheels, but later-model gigs, like this N, used a worm gear and rods for a more positive action.

Waterloo Boy rolled out the N in 1917 and continued to manufacture it under Deere's ownership until 1924. New, it cost about \$1000 and found more than 23,000 takers over its production run.

When John Deere purchased Waterloo in 1918, the company had been around for more than 70 years. It all started out of a blacksmith shop in Grand Detour, Illinois, where John Deere, the man, had an idea about how to make farmer's life easier. In the 1830's, Deere made plows with polished steel faces that dirt wouldn't cling to it as it did to cast-iron plows. The shape of his plows' blades was

well thought out too and they cut and turned the soil with less effort. By 1849, Deere had moved to Moline and was making 2,000 lows annually. In 1868, working with his son Charles, John incorporated his company-which, by then, was making a variety of implements. John Deere died in 1886 at age of 82, just a few years before inventor John Froelich built a tractor powered by a stationary engine that could move forward and backward under its own power.

Working with S.G. Seward, a farm equipment dealer in Waterloo, Iowa, "Waterloo Boy" was formed. Froelich left the company around 1895 shortly after it was founded, but by 1914 the Waterloo Boy Model R tractor was changing the way farmers worked. Deere, having mixed success developing a tractor of its own-but well aware of the technological shift taking place-took notice and decided that its best route into the fledgling reactor market was through Waterloo. The rest, of course is history.

BELLE'S WHEELS

CORRECT FOOTWEAR FOR TODAY: 1911-1912

The fashionable woman puts her best foot forward on every scene she enters. The shoe she chooses is an important and harmonious part of each costume.

Extremes in foot wear are no longer fashionable and shoes are becoming more sensible. The new shoes show a receding toe and are somewhat longer than they were in past seasons.

The Cuban heel, which is one and three-quarters on two inches high is the heel most in favor. Evening slippers, though, still have the Louis heel. Longer vamps are the style and all the shoes show much less ornamentation. Tops are not as high as they were and the straight top is most preferred.

The feature most-favored in the popular black evening slipper is ornamentation on the high heel.

One smart pair is black satin and heel sparkles with rhinestones set in gold filligree. Near the toe is a butterfly made of gilt sequins.

Dancing slippers, which exactly match the frock they are worn with, are always good and popular styles.

Slippers to wear with dinner and evening gowns are black suede with high Louis heels. Their only decorations are buckles. Cut-steel buckles are in extremely good style, as are those of chased silver or silver with rhinestones.

Walking shoes for Autumn are often made of calf with brown suede tips. Plain tan calf boots will be popular and worn in all seasons. Oxfords of dull calf and kid will also be sensible and fashionable.

Bellas Hes & Co.....Spring & Summer 1911
Womans Home CompanionSeptember 1911
McCall's Magazine.....January 1912
Woman's Home Companion.....September 1912



The EMF Company

(Continued from April 2018 Moto Meter Issue)

Flanders Advises Henry Ford (Continued)

In 1905, the leading automobile manufacturer in the United States was Oldsmobile, followed by Buick and then Rambler. Henry Ford had aspirations that far exceeded any of these companies-to become the fist in the industry to produce cars annually in excess of five figures. The opportunity to achieve this goal came about with the death of John S. Gray on July 6, 1906. Gray had been company president since Ford Motor Company was founded. Henry Ford now became the company's new president giving him the freedom to realize his own dream of producing a low-priced car, while at the same time increasing production to a point well beyond anything the competition had thus far envisioned.

Henry realized that the only way he could reach such a high level of production was by replacing men with machines wherever possible. Without bigger and better machines, mass production was an unattainable goal, as would be the successful manufacture of replacement parts. Unfortunately, no one within Ford seemed able to come up with an orderly way to position machines to enable a satisfactory progression of materials. Confusion reigned.

Flanders Joins Ford Motor Company

At this point, Henry Ford remembered Walter Flanders, the most expert man on machinery he had ever met. Flanders was offered the position of works manager for the Ford facilities. He accepted and began work on August 15, 1906 at the princely salary of \$7,500 per year, with the proviso that either party could terminate the contract after giving a three-month notice. Flanders also was permitted to retain his own business and continue to act as the manufacturer's representative for several machine tool companies.

Flanders had extracted a very hard bargain. He demanded complete control over manufacturing operations. His was an unprecedented request from someone coming into the company from the outside, but his request was granted. He also brought with him his Cleveland partner, Thomas S. Walburn. The two men stopped production of the new 1906 Model N completely for a time as Flanders realigned machinery and Walburn trained the operators to obtain maximum output without loss of quality. According to Barney Everitt, Flanders soon increased production from 20 to 35 to 45 cars per day.

Flanders Increases Ford Model N Sales

Flanders was disappointed because Ford could not sell as many of the low-priced 1906 Model Ns as he was capable of building. The problem with the Model N was that it resembled a glorified buggy instead of an automobile, especially because it had no running board and only partial fenders. Flanders took it upon himself to contract with Everitt to build a new automobile body with full fenders and running board. Everitt place the body on a Model N chassis which Henry then approved. The upgraded Model N cost an extra \$25, which was recouped when Flanders convinced Henry to charge \$100 more for every Model N that carried the new body. Flanders also proved to Henry that Ford was losing up to \$12 on each current Model N that came off the line. Within 60 days demand for the new Model N was exceeding supply. Flanders had more to offer the Ford Motor company than his machinery expertise.

Flanders Introduces Ford to Production Scheduling

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.

(To be continued in July 2018 Moto Meter Issue)

Fathers Day Attribute to my DAD



**Dads 1959 17' Chris
Craft Inboard Boat**

I have fond memories of the times my Dad spent with me as a small kid. Dad had a 1959 Chevy pickup that he had converted over to a welding truck with all the equipment needed to cut and shape steel. On the weekends, he would load me up in that old welding truck and off we would go heading to a race track somewhere located in Oklahoma or Kansas. He would get free passes to the car pit area where he waited for race cars to come in that were damaged and needed repaired before going back out on the track. I was too young to weld, but dad always had a job for me to do. Sometimes we would be under the car with sparks flying everywhere from the welder or cutting torch. I soon found out that sparks are hot and they have a way of burning holes in your cloths and then they get really hot. It was all I could do not to squirm while holding that part until it was secure and dad said it was okay to let go. Dad always bought me a hotdog with chips and a pop and off we would go, walking around and admiring the race cars in between the races. Dad was well respected and was requested by a lot of race teams to work on their cars at the races.

I remember Dad working through the night getting the 1963 Ford Country Squire station wagon ready for a trip the next morning across the state of Texas to visit relatives. I would go out to the garage in my P.Js. and watch as he changed the oil, and made sure the car was in tip top shape for the trip. He showed me how to do a brake jobs (band brakes) and change the water pump along with many other things. Dad explained all the things he was doing to the car and would always answer the questions my curious mind would conjure up. So, I learned a lot about shop tools, welding and auto mechanics.

When I was older, I helped my dad replace a 4 cylinder engine in a Chris-Craft inboard wood boat with a V-8 motor. We spent the whole winter putting that engine in for the summer boating season. There weren't any conversion parts available to do this so dad custom made all the wood and machined the metal parts to make the engine fit into the engine bay of the boat. The day finally arrived when the engine was in the boat and ready to be tested on the water. Mom and I were on the boat dock watching dad idle the boat out to deeper water, while Mom recorded this great event on the 8mm movie camera. Dad throttled up the engine too fast and all of a sudden we saw the boat leave the water and rotate in the air. Dad went flying through the air in the opposite direction of the boat. The boat landed upside down in the water and promptly sank like the mighty Titanic, all captured on film. Dad swam back to the dock, and as he was climbing out all I heard him say, with a few choice words mixed in, was that we should have bought a bigger boat. Later I found out that the engine we had installed was way too big for the Chris Craft boat and the torque from the engine was what flipped the boat. Dad always had a way of thinking that if a little was good, a lot was better. In this case a V8 was better than a straight four.

Dad isn't with us anymore, but he left me with a legacy of memories and a way to look at things even if they don't work out as planned. So Happy Father's Day, Dad—I sure could use your help working on my old cars.

Your son, *dav*

Classifieds

Club Members Buy - Sell - Trade

None

TRIVIA ANSWER

That refreshing distinction belongs to Peerless, which was founded in 1900. When the Cleveland automaker finally founded in 1931, it reconfigured its factory to brew Carling Black Label beer and Red Cap ale under license.

JON'S CORNER ANSWERS

1. The first Chrysler with 4 wheel hydraulic brakes was produced in 1924.
2. The first overhead valve V8 engine for Chevrolet was produced in 1917.
3. The Cedar Rapids Region AACA was formed in 1962 with Ralph Moeller as president.

LEGAL DISCLAIMER

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CORRECTION FOR MAY MOTO METER

On page two of the May Moto Meter it was reported that any errors in the Membership roster should be submitted to Neil Ortz, who by the way doesn't exist in our club. Please contact Danny Ortz for corrections in the Membership roster. Sorry Danny for the Boo Boo!

Message from Judy Ortz

Hi Everyone! At our meeting last week, I asked for volunteers to plan day trips, plan activities for the meetings, or be a caller. I didn't get any takers. One reason was so many people at the meeting are already doing things for the club and I understand that, but many at the meeting haven't done any volunteering lately if at all. We need more people to step forward to volunteer for these things. We have Jon Reynolds that has volunteered for a day trip, Denise Votroubek for a day trip, Lee Votroubek for activity at meeting, Dave Juby for a meeting activity. I am going to revamp our calling list and I would like to hear from some volunteers to do this. The people doing it now said they would continue doing the calling but they could use a break. This is not the only time I have begged for more help. Maybe this time it will work. We had a low turnout at the pancake breakfast, but for those that were there it was a good time as well as a good breakfast!!

Judy Ortz



Classifieds



GARY W. WENDEL SR.
PRESIDENT

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

Contact for booking your band:
chromehorsesaloonbands@gmail.com



Derek Collins
General Manager

1140 Blairsferry Rd. NE Phone: 319-366-1234
Cedar Rapids, IA. 52402 Fax: 319-378-0605
chromehorsesaloon.com chromehorsesaloonshophouse@gmail.com



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Anamosa, IA 52205 Fax: (319) 462-3125

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John Jensen

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The Supreme Achievement in Electrics

Do not judge the Silent Waverley 1911 Electrics by any other cars of any make.

The Silent Waverley with High-Efficiency Shaft Drive is by the common testimony of its owners the supreme achievement in Electrics.

In the beauty of design—correct proportion—tasteful finish—mechanical perfection—blessed noiselessness—high efficiency—easy riding—the Silent Waverley Cars for 1911 are without a peer. You must see and ride in them to know what realization of ideals in the creation of the car of luxury really means.

The Silent Waverley
High-Efficiency Shaft Drive

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