



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM

FACEBOOK: CEDAR RAPIDS ANTIQUE CAR CLUB



LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY



June 2019

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1946 Hudson Pickup

Harry Hawley

Five years ago Frank Machek found the 1946 Hudson pickup in the newspaper and told Harry they should go look at it. It was in such bad shape that if they hadn't bought it then it probably was headed for the scrap yard. That's how bad it was. Regardless, Harry bought it anyway and for too much money considering the condition it was in.

The rear end was no good. It was missing the engine, transmission, steering box, clutch and brake pedal, and seats. The floor was rusted out and the doors needed to be replaced. The seller gave them a random motor and transmission that Frank and Harry put in. It took 5 years to rebuild.

The first hood was picked out by Frank that he wanted to put on but it was for a short wheel base half ton pickup and looked the same. Only after Harry painted it and got a crew of 5 to put it on did he find out it was 4" too short!! Then he had to retrieve the hood that had been scraped and fix and paint it to put on. All the pot metal chrome pieces had to be replaced or re-chromed.

It was completed in 2018 and is frequently on the road between Marion and Urbana.

The Hudson Motor Car Company made Hudson and other brand automobiles in Detroit, Michigan, from 1909 to 1954. In 1954, Hudson merged with Nash-Kelvinator to form American Motors Corporation (AMC). The Hudson name was continued through the 1957 model year, after which it was discontinued.

Hudson offered light trucks well before WWII—in fact, their earliest trucks were privately built on Hudson car chassis starting around 1914, just in time for the Great War. They were mainly used as Hudson dealer service trucks and as ambulances and fire department support vehicles. Hudson didn't manufacture its own offerings until 1929; what's more, the company would be knocking at the door of another global conflict (1939) before their trucks would even carry the Hudson name.

The first true Hudson truck, the Dover, was referred to as a "commercial car," and was built on the Essex car chassis. It could be had in panel delivery and pickup configurations. The Dover was renamed Essex in the early 1930s, when the platform was switched over to the Essex Terraplane chassis.

Article from Curbside Classic by Ed Stembridge and Harry Hawley

TRIVIA QUESTION

What is the routinely overlooked, common thread between the City of Detroit and the world's first automobile industry, which was situated in Paris?

JON'S CORNER

1. Where did Lee Iacocca work before Chrysler?
2. What does white foamy oil indicate in an engine?
3. In what year was the first driver's license required?

(Answers on page 15)

Dixon Tour

May 8, 2019

Barnicopia



Northwest Territory Museum



Robert Hoyle Hudson Collection



John Deere Museum



TOUR CORNER

City Tour: May 15, 2019

Recycling Center



Lebeda Mattress Factory



Collins Museum



REGION NEWS & INFORMATION

May 2, 2019, CEDAR RAPIDS REGION AACA MEETING

The meeting was called to order by President Jane Hawley followed by club members reciting the Pledge of Alliance.

Introduction of visitors: Anne Brown joined her husband Steve Brown who joined the club in April.

Birthdays: Dan Ortz and Marge Reynolds

Anniversaries: Ken and Judy Robertson

Deaths: None

April Meeting Minutes: The secretary read the April meeting minutes. They were approved as read by Frank Reynolds and seconded by Dan Ortz. Motion carried.

Treasurer Report: The Treasurer read the treasurer report for April. It was approved by Carl Ohrt and Pete Jurgens. Motion carried.

Meeting Special: Clyde Melvin spoke about getting your car ready for tour season. He stressed putting it away right is #1.

Banquets - Larry Yoder said the banquet was held at the Ramada. No one left hungry.

Tour/Activity- President Hawley said the first cruise in was tonight. Calvin Reiling, Carl Ohrt and Jane and Harry Hawley brought their cars and we had two additional cars that were headed for Palo.

Dixon Tour: Meet at the Marion Walmart at 8:00 AM on May 8

Factory Tour: May 15. Sign up at the meeting . Go to 35th street in Marion. Take a right which will be Industrial Drive. Meet at 8:00 AM

Monticello Garage Tour: May 18th. Sign up at the meeting. Meet at Casey's on Mt. Vernon Road at 9:00 AM

Cruisin for Camp Courageous: May 19th from 10-4. Meet at the Marion Hy-Vee

Vinton/Newhall Tour: trip will be June 5th

Memorial/ Flowers: Joan Kiefer: None

Webmaster Chairmen: Sylvia Copler and Jane Hawley -The web site is up and running

Membership Chairmen: Dan Ortz -None

Moto Meter Editor: Dave Juby and Brenda Juby-Asked for pictures and story to be submitted for Tour Corner in Moto Meter.

Swap Meet Chairmen: Lee Votrobeuk said he will meet with Hawkeye Downs in two weeks

Calling Tree Chairmen: Judy Ortz- None

Marketing Chairmen: Jane Hawley Jane said all the magazines have been delivered to Waypoint. AACA library books have been donated to the Kirkwood Automotive Dept

Mayfest: Amana's May 4-5. Bring your old car for the parade. No fee to enter parade.

Ladies luncheon: May 21 at Farmer's Daughter with a tour of Noelridge Greenhouse after lunch. Sign up at the May Meeting.

May 6 Social night at Marion Culvers at 6 PM.

OLD BUSINESS

President Hawley brought forth what the board had voted on for the auction money. Jon Reynolds made a motion to double the money and Loren Huffaker seconded the motion. Motion carried.

Barbara Waterhouse Miller made a motion to give 500.00 dollars to the Honor Flight it was 2nd by John Williams. Motion Carried

Discussion on giving the money to people or the group that lost money during the flood. Paul Kumley will ask where the money goes for the flood. Pete Jurgens will find out information on the Honor Flight

Discussion was held on ordering new shirts. Coonrod Embroidery and Palo Cutting Edge were two places that were recommended.

Next Board Meeting will be May 21 at Scott's Restaurant . Meeting Starts at 6 PM

Buy, Sell and Trade was conducted by John Williams

Treats were by David and Brenda Juby

Secretary, Jeri Stout

ACTIVITIES AND EVENTS

2019 REGION CALENDAR

Social Night	Club Meeting/Topics	Board Meetings
<p>June 10-Fairfax DQ</p> <p>July 15-Hiawatha DQ</p> <p>August 5-Freddie's near Wal-mart east</p> <p>September 9- Zio Johno's-K-mart west</p> <p>October 7 - Bandana's</p> <p>November 11-Fire House Subs-near Lindale</p> <p>December 9 - Big Daddy 16th Ave.</p> <p>Social Hr. Will start at 6:00 PM</p>	<p>June 6-Modifying a Studebaker by Al Meeker</p> <p>July 11</p> <p>August 1-AACA Scholar Recipients, where are they now? J. Reynolds</p> <p>September 5-Twin Rivers Recap</p> <p>October 3-History of Model Cars By Rich Mishler</p> <p>November 7-Valuation of Antique Cars, by Jack Harville</p> <p>December 5- Christmas party</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>June 18 - Scott's</p> <p>July 16 - 16th Ave. Grill</p> <p>August 20 - Scott's</p> <p>September 17 - 16th Ave. Grill</p> <p>October 15 - Scott's</p> <p>November 19 - 16th Ave. Grill</p> <p>December 17 - Scott's</p> <p>Meetings will start at 6:00 PM</p>
<p>Special Events</p> <p>July 4, 2019 Picnic Ely, Iowa</p> <p>July 16, 2019, 11:30 PM Ladies Luncheon Start Time: 11:30 AM Divine Decadence Shellsburg</p> <p>August 20, 2019, 11:30 PM Ladies Luncheon Start Time: 11:30 AM Chrome Horse Cedar Rapids, Iowa</p> <p>AACA National Fall Meet Hershey, PA. October 9-12 750-200=550 Standard Size Cars</p>	<p>Car Tours</p> <p>June 5, 2019 1 day: Vinton/Newhall</p> <p>June 29-30- 2 day: Maquoketa</p> <p>July 22-27, 2019 Twin River Tour: Elkader Area</p> <p>May 15,2019 Factory Tour</p> <p>August 8, 2019 1 day - Edgewood</p>	<p>Treats Schedule</p> <p>June 2019: No Treats-Car Show</p> <p>July 2019: Dean & Joan Kiefer</p> <p>August 2019: TBD</p> <p>Sept. 2019: Dan/Judy Ortiz /Neil/Karen</p> <p>Oct 2019: John & Barb Maxwell / Ken and Judy Robertson</p> <p>Nov. 2019 TBD</p> <p>Dec 2019: Pete & Pat Bischoff</p>

President's Ramblings

The touring season has begun and we're off to a great start! Thanks to Clyde Melvin for telling us how to get our cars ready for the touring season at our May monthly club meeting! We should all be ready in June for our next cruise in after the monthly June club meeting at the Dairy Queen next to the Hiawatha Community Center. Hope for good weather and bring your old cars out!

In May, Calvin and Carolyn Reiling took us to Dixon, Illinois for our first overnight trip. Harry and I drove our 1946 Hudson pickup on the trip. When we returned home we found a major leak in the cab that had to be fixed. It's ready for the road again though. The best part of the trip was the three story museum/barn (Barnicopia). This giant barn was built and decorated by Gary and Judy Bocker. Judy and Dan Ortz led us on a factory tour to Lebeda Mattress Factory, the Linn County Waste Management Facility, Rockwell Museum, and the power company. What a great tour! Thanks Judy and Dan! And also thanks to Paul Kumley for leading a fantastic Garage Tour!

If May is any indication of what's in store for us as a club, we are in for many happy memories.

In June, club member Al Meeker will be presenting "Restoring a Studebaker." Following the meeting will be a cruise in at the Hiawatha Dairy Queen. The Cedar Rapids Historical Society has asked our club to show our cars at the celebration event on June 15th. We are enlisting several of the grandkids to drive one of our cars and make it a family event. There will be lots of activities going on during the day and it should be fun.

At the end of June, we will be touring over to Maquoketa and staying at the Decker Hotel. That evening we will be meeting with the Coronado Car Club to have a show 'n shine at the Highway 61 Drive in Theater before the movies start. Bring your lawn chairs and blanket and we'll see you there!

Your President,
Jane Hawley

Historic Preservation Celebration

Friends of Cedar Rapids Historic Preservation have invited the CRAACA to show our cars at their Historic Preservation Celebration on June 15th.

Lots of activities planned. They will have building tours, bus tours with Mark Stoffer Hunter, a window workshop class and much more. Experience the beautiful Masonic Library, History Center, and the historic Ausadie Building.

SCHEDULE OF EVENTS

8:00-9:00 Cars line up in alley between 8th St and 10th St. Car show all day.

11:00-3:00 Building tours

11:30-12:30 Bus tour with Mark Stoffer Hunter

4:00-5:00 Preservation Award Ceremony

THE MERCEDES

An elderly couple return to a Mercedes dealership to find the salesman had just sold the car they were interested in to a beautiful, leggy busty blonde.

"I thought you said you would hold that car till we raised the \$75,000 asking price," said the elderly man. "Yet I just heard you closed the deal for \$65,000 to that lovely young lady there. You insisted there could be no discount on this model."

"Well, what can I tell you? She had the ready cash, and just look at her, how could I resist?" replied the grinning salesman.

Just then the young woman approached the old folks and handed them the keys.

"There you go," she said. "I told you I could get this joker to drop the price.

"See you later, grandpa."

NEVER mess with the elderly!

Maquoketa Tour

Date June 22-25, 2019

All rooms at the Decker Hotel in Maquoketa are reserved under AACA and Jane Hawley. You are responsible for making your own reservations. Our block of rooms will be released May 28. Rooms are \$99 and up plus tax. Address is 128 N Main St and phone number is (563) 652-1875.

Wyoming Hotel Historical Museum
Iowa Grape Vines Winery
Canton 50s Diner

Clinton Engines Museum
Calkins House-Wyoming
Timber Creek Trading Post

Highway 61 Drive-In Theatre: Radio Rental \$4. Entrance fee each person \$8

Andrew Insane Asylum

North Bend School

Hurstville Kiln and Interpretive Center

Savor the Barn store

Maquoketa Overnight Trip Registration Deadline is June 6, 2019

Names of those touring _____

Cell Phone _____ Cell Phone _____

Make of car _____

Sat. June 29 Lunch at the Trading Post \$15.00 Each x ___ = _____

Sat. June 29 Dinner at Decker Hotel \$19.00 Each x ___ = _____

Clinton Engines Museum \$5.00 Each x ___ = _____

Total Enclosed _____

TWIN RIVERS TOUR

July 22-25, 2019

Best Rest Inn & Suites

108 Hwy 150 North

West Union, Iowa 52175

Phone No.: 563-422-3537

Fax: 563-422-5234

Internet: Info@bestrestia.com

King Bed: 84.92

2 Queen 94.91

Itinerary: Monday: Antique Cars, Old Gas Station, Consignment Store, Battery Factory. **Tuesday:** C.J. Moyna Construction Solutions Factory and old equipment. Turkey River Mall, Four Floors of Antiques. Saint Olaf for lunch, Car Collection, **Wednesday:** Forest Hill Farm, Trout Hatchery, Hydroponic Tomatoe Grower, Montaukl Historical Site, 11th Governor of Iowa Banquet. **Thursday:** Fontana Park, Aura Cacia-Auroma Therapy, Click Stop

HISTORICAL VEHICLE

Alvis Type TD 21



The Alvis Type TD 21 was produced from 1958 to 1963. It was a revised version of the TC 108G. The body was made by Park Ward who were better able to supply them to the quantity, quality and price required. The cars were slightly taller and lighter than the TC 108G. A cabriolet was also added to the range,. The 181.8 cu in engine was again uprated, now producing 115 hp mainly by an improved cylinder head and increasing the compression ratio from 8.0:1 to 8.5:1. A new four speed transmission from the Austin-Healey appeared and a Borg Warner three speed automatic transmission was offered. Overdrive was available on the manual transmission from late 1960 to 1962. Suspension was similar to the TC 21, independent at the front using coil springs with leaf springs at the rear. The track was increased by 1 in to 55.5 in and a front anti roll bar was added. Wire spoked wheels became an option. From 1959 the all drum brake set up was changed to discs at the front retaining drums at the rear. Photos courtesy of Auta 5P.

By Chuck Ford, Venice Florida "The Manual"



Manufacturer	Alvis
Model	Type TD 21
Production year	1960
Body type	Cabriolet
Doors	2
Seats	4
Engine position	front
Drive	rear wheel
Fuel	gasoline
Configuration	I-6
Cooling	liquid
Capacity	182 cu in
Bore	3.31 in
Stroke	3.54 in
Compression	8.5 / 1
Valve train	OHV
Valves	12
Carburetor	2 / SU
Aspiration	normal
Max Power	115 hp at 4500 rpm
Max torque	163 ft lb
Transmission	manual 4 speed
Wheelbase	112 in
Front track	54.6 in
Rear track	54.1 in
Length	189 in
Width	65.4 in
Height	59.0 in
Weight	4197 lb
Max speed	103 mph
0-60 mph	13.9 sec

WHEN LIFE GETS IN THE WAY, GO DRIVE

The past year has been one of the most fruitful and satisfying of my life. Tia, my oldest, is working on her masters in global affairs and is doing quite well for somebody who has been out of school for 12 years, working a full time job and involved in many other interest that leaves her hardly with any free time. I am expecting my third grandchild in November from my daughter-in-law and looking forward to seeing the little one along with my other two grandsons. So all in all things are looking good for the Juby household as we slide into full time retirement for the both of us. The only missing element has been the time to drive and share moments with my fellow car friends. Fun, unfortunately, is often the first thing to be sacrificed on the altar of adult responsibility. That's fine in the short term, but in the long run, skipping fun is probably not the wisest of moves. What's that proverb? "All work and no play makes Jack a dull, stressed-out bore"? Something like that.

I need this to change. Cars have always been a huge part of my life. More than that, they've always been my personal form of therapy. When my head needs clearing, I drive. When I need a moment alone, I drive. When it's nice out and Brenda is busy, I get my 52 MGTD out and head for the country roads that wind through the trees and corn fields of Iowa. In these moments,, freedom is again mine, and my cares and worries drift away, replaced by the only-in-a TD sounds coming from behind the rear seats. It's pure bliss.

Some changes are in order to increase my time behind the wheel this coming year. Already I have planned to attend thee driving tours with friends.

I am definitely not alone in my need for such moments. A few months ago, in a local newspaper the author wrote a piece saying, "Fire your therapist and buy a sports car." When I approach the subject with several close friends there reply was as follows:

"Horsepower is the best antidepressant"

"Driving a cool car makes me happy"

"My 1968 Chevell is the best drug I know of"
Driving a convertible on a sunny day lowers my blood pressure more than any medicine."

"A cruise in a Corvette cures any problem life may hand you."

Indeed, it does. Which is why I don't intend to let life and all its busyness do to me this year what it did to me last several years. Driving season is here. It's time to put the finishing touches on my 2019 driving bucket list. What's on your driving bucket list this year?

dav

My Job Search

1. My first job was working in an Orange Juice factory, but I got canned . Couldn't concentrate .
2. Then I worked in the woods as a Lumberjack, but just couldn't hack it, so they gave me the axe.
3. After that, I tried being a Tailor, but wasn't suited for it, mainly because it was a sew-sew job.
4. Next, I tried working in a Muffler Factory, but that was too exhausting.
5. Then, tried being a Chef - figured it would add a little spice to my life, but just didn't have the thyme.
6. Next, I attempted being a Deli Worker, but any way I sliced it.... I couldn't cut the mustard.
7. My best job was a Musician, but eventually I found I wasn't noteworthy.
8. I studied a long time to become a Doctor, but didn't have any patience.
9. Next, was a job in a Shoe Factory. Tried hard but just didn't fit in.
10. I became a Professional Fisherman, but discovered I couldn't live on my net income.
11. Managed to get a good job working for a Pool Maintenance Company, but the work was just too draining.
12. So then I got a job in a Workout Center, but they said I wasn't fit for the job.
13. After many years of trying to find steady work , I finally got a job as a Historian - until I realized there was no future in it.
14. My last job was working in Starbucks, but had to quit because it was the same old grind.
- 15 .SO, I TRIED RETIREMENT AND I FOUND I'M PERFECT FOR THE JOB!

Submitted by Frank Reynolds

GASLIGHTS: A BLAST FROM THE PAST

I don't drive our 1911 EMF at night but one warm starry summer night I decided to light up the gaslights on her just to see how they looked. I must say I was surprised how much light they generate. Gaslights can be one of the most exciting things you can operate on a brass car. They are also fun to operate. So I thought I would do some searching out there on the net and pass it on to those of you whom might be interested.

Antique automobile gaslights burn acetylene gas, the source of which can be either a pressurized tank, commonly referred to as a Prest-o-lite tank (the most popular brand of the brass-era), or a carbide fueled acetylene gas generator, commonly called a carbide generator. Prest-o-lite tanks were great for those living in or near a large city where they could easily have them refilled, but for those frontier seeking country folk it was make your own (acetylene) in a generator; or drive by moonlight, fortunately, if sealed from moisture, calcium carbide will save indefinitely.

Using a Carbide Generator

Although there are several styles, a typical carbide generator consists of an upper water tank, a lower carbide tank with basket (to hold the carbide chunks), a water control valve, and an output tube. When the water valve is opened, water drips down on the carbide causing it to decay and emit acetylene gas. As the tank attempts to build up pressure the gas is forced out the output tube and flows through brass and rubber tubes to the "gas burners" inside the headlights.

Calcium Carbide is available from several sources. It typically comes in a 2-pound can, similar to a one quart paint can. The form is small carbide chunks or rocks.

Using a Prest-o-lite Tank

The Prest-o-lite tank is just an acetylene tank like those used for oxy-acetylene welding, but with a few differences. These tanks can be obtained quite inexpensively at your local welding shop. Tanks that are used on vehicles are a bit unusual because they are packed with a "porous media" inside the tank to help keep the acetylene & acetone mixed together and to keep it from sloshing around. The acetylene is absorbed and stabilized in the acetone to help prevent shock detonation. Tanks with the "B" (Motor cars) or "M" (motor bikes) designation are also unusual in the fact that they can lay on their side (side mounted valve. Normal acetylene tanks have a center valve. There is a reason why a center mounted valve can't be used in the horizontal position. In the horizontal position, the acetone would be ejected from the tank unless the valve is high enough to be above the acetone level. Apparently, the older style (Pre 1995) have a porous media of asbestos. (many states now require these tanks to be destroyed. **So beware** - if you have one of these older tanks check first with your supplier before taking the tank in to be refilled if you want to keep it). If your Prest-o-lite tank is post 1995, your supplier will want to test it and make sure that the porous media is still intact and not damaged or loose within the tank before filling it. In most cases it is cheaper to just buy a new tank and keep the other tank for show purposes.

The most common vehicle Prest-o-lite tank is known as a "B" tank that can be used for cars and "M" tank used for motorcycles. The original tanks used on vehicles also had a gauge on the back indicating how full it was. You can still find the original tanks at welding supply stores but the gauges have been removed for legal reasons. These tanks have a valve with a small square stem that is cracked open just slightly, to let the gas flow to the lights. These days some folks add an in-line regulator to make adjusting headlight brightness easier and to keep it constant. The gas arrives at the burner. There are several styles of burner, but the most common are the "V-burners,

so named for the V (actually Y) shape. The V-burners have three holes in each leg of the upper V, one for the gas to escape and two adjacent holes to suck air in to oxidize and intensify the flame.

I have both the Prest-o-lite tank and the carbide generator on my car. When using the tank I light the lights the same way I do with a acetylene cutting torch. When using the generator it is somewhat more involve. Below is the checklist I use when lighting up my lamps using the carbide generator:

- 1 Pour about 1/8 to 1/4 can of carbide in the basket of the generator and then close it tight.
- 2 Make sure the water valve is **OFF**; then fill the upper tank with water.
- 3 Open both headlamp doors. (This is important, if you don't take this per caution, you could have a mini explosion when you bring a lite match to the burners.)
- 4 There should only be one valve in the system, on the front of the generator. For the Prest-o-lite tank just crack the valve 1/16 to 1/8 turn). I have a regulator set so I don't have to worry how much to crack open the valve - it is already preset.
- 5 In a few seconds the water dripping on the carbide rocks will emit acetylene gas forcing it through the hoses to the headlights.
- 6 Light a match, BLOW IN THE LIGHT to dissipate the gas, and put the match to the V-burner. Same for the other light.
- 7 Close the doors and ensure the flame doesn't get too big. It should make a bright white fan about 3/4" to 1 .25" high.
8. Regulate the flame by slowing down the water.
9. Call all the neighbors because this is just too cool to miss!!!!

Sources: Internet, and excerpts from Wayne Simoni (HCCA Gazett)

BELLE'S CORNER

Last month Miss Preuss had arrived in Cheyenne, Wyoming. After make some rapid mental calculations, Miss Preuss was averaging less than 250 miles a day, when she had originally figured on doing more than 300. Her conclusion was "Something had to be done!!!!" Let's find out what she decided.

Then and there I made up my mind that from Cheyenne on I would take the wheel and hang onto it until I dropped, sleep a little and drive until I had to quit again. To prepare myself for the ordeal, I decided not to continue beyond Cheyenne the same night, but to get a good night's rest, and start the first thing in the morning

The next day saw me on my way bright and early, and so eager was I to get along that I lost my way. Not having seen any Lincoln highway signs for quite a while I finally stopped a stranger and asked "Where am I?? "Lady," he replied, "you are in Colorado!" "This is no place for me," I said, "I ought to be in Wyoming. How do I get out of here?"

A few brief directions and I was on my way again, rejoining the Lincoln highway somewhere west of Pine Bluff, Wyoming. A few miles out of Pine bluff I sustained my first and only serous accident. Running along at about 45 miles an hour I saw standing loose in the road ahead of me a beautiful bay horse. Immediately I slowed down to about 25 miles an hour, and sounded my horn. By this time I was close upon it, and as it did not move, I swerved sharply to the left to pass around it. Unfortunately, as I swung, the horse decided to swing also and leaped squarely in front of my machine.

I hit it with a crash, bowling it over, and before it had a chance to recover, rolled upon it with front wheels of my car. There I hung, with the neighing, kicking horse beneath me.

I would never have been able to get off the horse, had it not been for a couple of men working on the road who came to my assistance. Our combined efforts, however,, finally managed to extricate the car.

Then we gave the horse our attention. An examination showed that it had its leg broken and would have to be shot. I drove down the road about a mile and waited, my hands over my ears.

I was a very sick girl by this time, and did not regain control over myself until several hours afterward. Had I not been steered by a determination to go through with my venture at all costs, I would not have had he nerve to continue on.

The right front fender of the car had sustained most of the shock, and, though bent, was still in shape to continue. I feared that the radiator ha been sprung, but could not verify this.

Accordingly, I climbed into my car, and proceeded to Pine Bluff, where I informed the marshal of what had happened. Then I went on.

All this time I had not been attaching the slightest blame for the accident to myself. The animal had been running loose upon the open road, illegally, and I had done my best to prevent a collision.

Imagine my surprise then, when at Kimball, Neb. 25 miles on down the line, I was stopped by the sheriff, who had been telephoned to me, and placed under arrest.

To get away, I finally had to pay the sheriff \$150, to be turned over to the horse owner, whose sole defense was that the animal had been running free on the road for the last four years and that nothing had happened to it in that time.

Leaving Kimball, I drove with redoubled speed and, thought the roads were still somewhat heavy with rain, made very good time considering

(Continued next month)

APPLIED MATHEMATICS

The oldest boat shop in America preserves the shipbuilding tradition

Back at Amesbury High School, Brianna Wickard easily could have been voted “Girl Most Likely to Never Pick Up a Tool.” The self-described musical theater nerd was terrified of shop class. “I was always the kid in the back, holding a paint brush and trying to look busy,” she says. But a senior-year math field trip had Wickard suddenly charting an unexpected course.

Amesbury, Massachusetts, located on the banks of the Merrimack River is home to Lowell’s boat shop, the birthplace of the New England fishing dory. Now in its 226th year, it is also the oldest operating boat shop in the country. “To help us learn trigonometry, our teacher took the class to Lowell’s, where they taught us to row the wooden boats and use sextants to measure distances from shore,” Wickard says.

Wickard is a transplant from the finger Lakes region in upstate New York and was 14 when she first laid eyes on the ocean. She had some background paddling kayaks and canoes as a child, but something about rowing the classic wooden dories—replicas of the same Lowell-built boats, once the heart of the Gloucester fishing fleet—spoke to her. “The real world application of complicated math concepts, plus learning that the boat shop had been there since 1793—everything about their experience just blew my mind.”

That was four years ago. Wickard, now 21, is a rasp-welding, plank-bending graduate of Lowell’s boat building apprentice program. Established in 2012, this after-school program has quickly expanded into a three-stage curriculum that now accommodates “juniors” as young as 13, along with 12 to 15 high-school-age students annually. There’s also a senior-level course for grads like Wickard who want to stay on as mentors and docents of the boat shop’s maritime museum.

Wickard is currently a junior studying French and English at Merrimack College. In her spare time, she works at Lowell’s conducting museum tours, doing member outreach, and organizing summer programs and maritime exhibits. She’s also helping inspire the next generation of boat builders. Owing to its incredible growth and reputation that draws students from as far away as New Hampshire, Lowell’s apprenticeship program received its first RPM Foundation grant in 2017.

“There’s something about rowing on the river, interacting with this historic place in a wooden boat that you made yourself,” Wickard says. “Like a lot of our new apprentices, I came here with no interest in boat building. But the whole experience and the strong community here are inspiring. Right now, I can’t imagine doing anything else.”

Wickard sees her old self in the faces of many new students. “The process of boat building—learning the skills and how to use the tools—gives kids a strong sense of personal agency. You apply math and work with your hands while learning a real-world craft with a long history. By the end, even if you don’t go on to build and restore boats professionally, you carry yourself with more confidence.” To see a boat being built by your own hands, Wickard argues, is nothing short of transformational. It’s part discovery, part spiritual journey, and your connection to the past provides a rewarding path forward

By Bob Butz

If you want more information on this there was a PBS special this past winter that interviewed and showed the high school students working with no electric power tools to build and shape the dories wooden shell and sheathing.

The RPM Foundation provides scholarships, formal training, and mentorship to the next generation of automotive and marine restorers and preservationists. Source: PBS Webpage

Jay Leno: “I have one good motorcycle crash left in me”

Years ago, I fell off a bike one weekend and still limped into work on Monday and did The Tonight Show. I don't think I could do that today. I'm not a young man anymore, and lately, I can half-paralyze myself for a couple of days just by turning my head too fast. But I can probably risk one more crash and still be around to annoy everyone with the story.

Collecting motorcycles makes a lot of sense to me because you can park a bunch of bikes in the space of one '59 Cadillac. Why have just one thing that leaks oil when you can have a dozen in the same spot? And if you love the look of machinery like I do, motorcycles are wonderful, because they wear their mechanicals on the outside.

Open the hood of most new cars, and all you see is plastic, some design neophyte's idea of warp drive. But a motorcycle's engine has to be appealing. They are like the back of a Swiss watch, especially the early bikes, because you can see the exposed pushrods going up and down and the rocker arms and valve springs tapping away. It pleases me to look at them, and you don't have to open a hood first to see the goods.

Unlike car companies, motorcycle makers have to make beautiful engines, and I love that.

There's also way more to do as a rider than as a driver, especially on vintage bikes. You have manual chokes, manual spark advances, foot clutches, foot brakes, and so on, and it all has to be pushed and levered before you stop and again when you start going.

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The earliest Brough Superiors came out before the twist grip was invented, so to accelerate, you move one lever for gas and one for air, the so-called enricher, and listen to it until it sounds right. You also have a little window to watch the oil flow, and you have to work a hand pump to squirt oil into the engine. If you want to speed up, you go from 28 drops a minute to 32 drops a minute, or the thing will seize up. It's like being the engineer on a two-wheel locomotive.

Of course, there is increased danger, especially with older bikes. I was riding a 1924 Brough Superior a few weeks ago, and I hit the brake just as I hit a bump. The wheel bounced up, and the whole brake came apart and locked the rear wheel. I skidded down the street, but I managed to keep it upright. Luckily, this was after I had exited the freeway. As I was catching my breath, I realized that mechanical problems are so much scarier on, on two wheels than four.

Riding keeps you sharp, that's for sure. But best of all, it makes me feel young. When I go back east and visit friends my age, most of them are just sitting around. When I ride up in the canyons, I'm surrounded by young people. All of them are faster than me, and that's okay, because on an old bike, unlike today's bikes, you can scare yourself pretty good at 45 mph. If I have only one crash left in me, that seems fast enough.

Source: Open Internet

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TRIVIA ANSWER

*Coincidentally, the common thread between Detroit and Paris is that they were both founded by the French!
Detroit, of course, would go on to ultimately take over Paris's early position as the world's "Motor City."*

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2. Water in the oil.
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