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LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY
June 2020



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President's Message

Well, these certainly are odd times. Never thought I would see such a drastic change in society in a matter of weeks. Social distancing, volatile stock market, mass layoffs, are something I hope we never have to see again, but I fear we have not left the odd times in our rearview mirror.

Activities we've been participating in during our shut in are some of the many area car cruises. The Palo car cruise was led by 4 Palo fire trucks and rescue vehicles through the town of Palo, celebrating a 5 year old's birthday. We also enjoyed several car cruises through Marion, which the residents seemed to thoroughly appreciate. There have been weekly 1st Ave car cruises, something those of us from Des Moines used to call "scooping the loop."

Harry and I get in the car and just go for a drive. We stop along the back roads, taking pictures of old, dilapidated barns and take in the beauty of the countryside. One day we drove around just looking for picnic spots. The best day was going to Pella to see the tulips!

Whatever you're doing during this time, please take precautions to stay safe and healthy!

TRIVIA QUESTION

(answer: Page 11)

Q: How many parts (screws and bolts included) does the average car have?

JON'S CORNER

1. In what year did General Motors acquire Cadillac?

2. In what year did REO cross the U.S. Continent and back?

3. In what year did Mack introduce its "bulldog" model?

(Answers: Page 11)



Oldsmobile Cutlass

The Oldsmobile Cutlass was a range of automobiles produced by General Motors' Oldsmobile division between 1961 and 1999. At its introduction, the Cutlass was Oldsmobile's smallest model; it began as an unibody compact car, but saw its greatest success as a body-on-frame intermediate.

Introduced as the top trim level in Oldsmobile's compact F-85 line, the Cutlass evolved into a distinct series of its own, spawning numerous variants, including the formidable 4-4-2 muscle car in 1964, premium Cutlass Supreme in 1966, and outright performance Hurst/Olds in 1968, as well as the Vista Cruiser station wagon.

The 1971 model shared much of the same exterior sheet metal as the 1970, but with a new hood, grille, and headlight assemblies, as well as new bumpers and taillights. Four new exterior body colors were offered-Viking Blue, Lime Green, Bittersweet, and Saturn Gold.

The famous "Rocket" V8 continued in several different sizes and power options, with both the large 455 and 'small-block' 350 available with either 2- or 4-barrel carburetors. This was the last year for the 250 cubic-inch six-cylinder engine as it had not been a popular offering in Olds intermediates. All engines were now fitted with hardened valve seats, preparing for the upcoming mandate for unleaded gasoline that took effect with the introduction of catalytic converters on 1975 models. The 1971 Olds engines also featured lowered compression ratios and designed to run on regular leaded, low-lead or unleaded gasoline with a research octane rating of 91 or higher (equivalent to 87 octane by today's octane measurements).



Club Member Spotlight on Daryl Copler

Q: How old were you when you got your first car and what was it?

A: I was 21 & it was a 1952 Oldsmobile Holiday hard top.

Q: What cars do you own?

A: 1971 Oldsmobile Cutlass convertible; 1950 Oldsmobile 4 door sedan

Q: Which is your favorite car?

A: the 1971

Q: How & where did you get your car-is there an interesting story about how you acquired it?

A: I bought the car in Cedar Rapids about 25 years ago

Q: What kind of condition was it in-did you have to do much work on it?

A: Very good condition-I have had it repainted once.

Q: What has been the most memorable/interesting thing or trip you've gone on with an antique car?

A: The yearly Motor-Ioway trips we used to go on. The AACA Twin River trips-especially the 2013 trip to Pontiac, Illinois & Route 66 & the Pontiac Car Museum.

Q: Have you entered your car in any shows & if so, did you win any awards/trophies?

A: Several years ago I did go to a few car shows, but haven't won any awards.

Q: How long have you been an AACA member?

A: Since 2010-we met Henry & Sue Matejka on Motor-Ioway trips & they asked us to join AACA.

Q: What do you like best about being a member of the AACA?

A: The people

Q: Other than AACA have you joined any other car clubs & if so, which ones?

A: No

Q: What other collections/hobbies do you have besides antique cars?

A: None

Cars of 1941-1942

In 1941 the automotive industry began to feel the full impact of the rearmament program. There was no formal announcement of the 1942 models. Design of the 1941 models was not frozen because of much retooling had been completed before the limitations of the defense program were evident and because re-design was required to replace critical materials such as nickel, aluminum and zinc.

Early in 1941 it became evident that production curtailment of passenger cars would be necessary to save materials for defense purposes. The original production program for the 1942 model year called for a tentative curtailment of at least 50%.

National defense became the dominant factor in the automotive industry during in 1941. Defense contracts totaled over \$4 billion. Many new plants had to be build to fit the parts for the military vehicles they were now building.

Airplane production became a major activity and there were few components of an airplane that were not made by automakers. Prominent defense items made by automakers were trucks, tanks, aircraft cases, gasoline and diesel marine engines, fire directors, heat exchangers, bulletproof gas tanks, tires, gas masks and machine tools.

Transmission improvements continued to be the foremost mechanical trend. They were made with the purpose of permitting more effective use of a gear ratio with consequent increase in economy as well as acceleration and simultaneously eliminated most of the manual gear shifting usually required.

Because of the rearmament program, many change were made to the engines of the 1942 models. Aluminum for pistons was replaced by cast iron or steel.

The increased weight resulted in heavier crankshafts and connecting ends as well as larger main and connecting rod bearings and the more general use of steel-backed thin babbit bearings. Come carburetor bodies were of cast iron rather than zinc alloy.

Continuing the trend set several years before, the 1942 models looked larger, lower and more massive. Wheelbases and overall lengths were slightly increased but the principal reason for this was improved design. Long, sweeping lines were achieved by expanding the front fender into the door. Radiator grills were wider, bumpers were heavier and curved around the fenders.

Hoods were broader and more rounded in front. Headlamps were father apart and one model even had recessed headlights that were covered by sliding panels that were controlled by a knob on the instrument panel.

By the 1942 model year, running boards were either absent or concealed by the door. Streamlined bodies offered a couple more inches of headroom in the back. Heating and ventilation systems were the object of general improvement and nearly all models provided fresh air intakes. Decorative plating which appeared on the early 1941 models were discontinued to conserve nickel and copper.



Who Made the First Minivan?

The first minivan ever is often attributed to the Chrysler Corporation, However, this is not the case. The minivan was invented in 1935 by a man names William Stout. It was called the Scarab. The concept behind it was a theme of a truly “mobile office” - a place where one could be driven and work at the same time with amenities on par with airliners of the time. However, only nine examples of the Scarab were ever produced, as it was considered to be too radical and “modern” for its time. After this, minivans took a long hiatus, with the next model appearing in 1950 in the form of the very popular Volkswagen Type 2, or micro-bus.

The extreme popularity of the Volkswagen Type 2, or micro-bus, led American manufacturer to try breaking into this new minivan market. The first was General Motors, in 1960 with its Corvair Greenbrier, but it was never anywhere near as successful as the Type 2 and became nothing more than a footnote in minivan history. The first US automaker to really capture the minivan market was Chrysler with its Dodge Caravan and Plymouth Voyager models in 1984. These models brought costs down and made minivans an affordable option for parents and families, eventually becoming the transportation of choice of many Americans. There have been over 12 million Chrysler minivans sold as of model year 2008.

The first generation Chrysler minivans are a series of minivans produced and marketed by the Chrysler Corporation in North America and Europe from 1984 to 1990. Sold in both passenger and cargo configurations, the series is the first of six generations of Chrysler minivans. Launched ahead of chief competitors Chevrolet Astro/GMC Safari and Ford Aerostar, the first-generation Dodge Caravan and Plymouth Voyager effectively created the modern minivan segment in North America, with many later North American minivans adoption a similar body configuration.

Launched in November 1983 for the 1984 model year, the Chrysler minivans were produced in a single body style, with the extended-length Grand Caravan and Grand Voyager introduced in 1987. For 1990, the minivan was added to the Chrysler brand, adopting the Chrysler Town & Country nameplate.



2020 Cedar Rapids Area Thursday Cruise Nights

All start between 5:00 & 6:00 PM

1st Thursday-Palo, Iowa Greenspace (behind the bank). June 4

2nd Thursday-Prairie Hill Pavilion-5860 Kacena Ave, Marion, Ia (Hwy 13 N just past Culver's Restaurant). June 11, July 9, Aug 13, Sept 10

3rd Thursday-Duffy's Classic Enterprises-250 Classic Car Ct SW, Cedar Rapids, Ia. June 18, July 16, Aug 20, Sept 17

4th Thursday-Hope Lutheran Church-2736 Bowling St SW, Cedar Rapids, Ia. June 25, July 23, Aug 27, Sept 24

5th Thursday-To be Announced

All of these are weather permitting events & are subject to change with little or no notice due to Covid 19 virus.

Questions contact Bill Cejka at orangeenko@yahoo.com

Area Car Shows and Events

June 1st-June 10th State Parks Centennial Vintage Auto Tour (Northeast Iowa). Check it out at AnnaReaModelA.com

June 6th Masonry Car, Truck, & Bike Show in Cedar Rapids

June 13th Iowa Veterans Home Car Show in Marshalltown

June 14th American Legion Car Show in Marion

June 20th Alburnett Car Show in Alburnett

June 23rd Ladies Luncheon at 11:30 AM. (See page 9)

July 1st Hudson Days Car Show in Hudson, Ia

July 3rd-5th Goodguy's Heartland Nationals in Des Moines

July 4, 5, 6th Vintage Torque Fest in Dubuque

July 9th-11th Iola Swap Meet in Iola, Wisc.

Aug 22nd Gearhead Fest in Davenport

Aug 23rd All Mopar Car Show in Dubuque.

September 6th. Cruzin for Camp Courageous

UPCOMING ACTIVITIES AND EVENTS

2020 CEDAR RAPIDS REGIONAL CALENDAR

Upcoming Events June 2020

CANCELLED: AACA club meeting program on June 4th. “Straightening Decorative Brass for the Car” by Greg Lane.

Social Night June 8th at DQ in Fairfax at 6:00 PM.

CANCELED: *Saturday, June 13th through Tuesday, June 16th Twin Rivers Tour.*

Father’s Day June 21st at Deb’s Ice Cream in Ely at 2:00 PM

Ladies Luncheon on June 23rd at 11:30 AM at Ila Miller’s farm located at 5708 Sharon Center Rd outside of Kalona

Board meeting–June 23rd at Scott’s at 6:30 PM.

Upcoming Events July 2020

AACA club meeting program on July 2nd. “History of Model A Days” by Jan Wenger.
4th of July Picnic in Fairfax on July 4th

Social Night July 9th (Thurs) at Odies in Ely at 6:00 PM. All you can eat shrimp!

Ladies Luncheon July 21st at 11:30 AM at Ox Yoke in Amana. Followed by shopping in Amana.

Board meeting–July 21st at 16th Ave Grill at 6:30 PM.

Upcoming Events August 2020

AACA club meeting program on August 6th. “History of the AACA” by Lee Votroubek.

Social Night Aug. 10th at Culver’s in Marion at 6:00 PM

Ladies Luncheon Aug. 18th in Manchester at Betty’s Bread Basket at 11:30 AM. Meet at Sylvia’s house at 10:45. Shop Manchester.

Board meeting–Aug. 18th at Scott’s at 6:30 PM

Lawn Party at Barb Miller’s. Date TBD

One Day tour date TBD-Dan & Judy Ortz as leaders.

UPCOMING ACTIVITIES AND EVENTS

2020 CEDAR RAPIDS REGIONAL CALENDAR (Continued)

Upcoming Events September 2020

AACA Club meeting on September 3. Ken Allers, Community Programs Manager from Cedar Valley Humane Society.

Social Night Sept. 8th (Tues) at Kava House in Swisher at 6:00 PM.

Ladies Luncheon on September 15th at 11:30 AM at Midtown Station located at 715 2nd Ave SE with tour of African American Museum.

Board meeting on September 15th at 6:30 PM at 16th Ave Grill.

Upcoming Events for October 2020

Swap Meet Set Up–October 2nd. Central City Fair Grounds.

Swap Meet October 3rd

Social Night–October 5th at 6:00 PM Parlor City Pub & Brewery located at 1125 3rd St SE.

AACA Club meeting on October 7th (Wednesday) at 7 pm. Linn County Historical Society “History of Lincoln Highway”

Ladies Luncheon on October 20th at 11:30 AM Cedar Ridge Winery in Swisher.

Board Meeting on October 20th at 6:30 PM Scott’s.

Tour of Elkader & Osborne Days. Dates TBD. Steve & Ann Brown as leaders.

Upcoming Events November 2020

AACA Club meeting on November 5th. Program Kirkwood Scholarship Students.

Social Night November 9th at 6:00 PM at Olive Garden.

Ladies Luncheon on November 17th at 11:30 AM at Cheddars.

Board meeting on November 17th at 6:30 PM at 16th Ave Grill.

Upcoming Events December 2020

AACA Club Christmas party on December 3rd. Time TBD.

Social night–December 7th at 6:00 PM at Bushwood.

Ladies Luncheon December 15th at 11:30 AM at Kirkwood Class Act. White elephant gift exchange.

Board Meeting on December 15th at 6:30 PM at Scott’s.

Treats Schedule for 2020

July 2nd-Barb Waterhouse-Miller

August 6th-Tom & Joan Auterman/Ken & Judy Robertson

September 3rd- Dan & Judy Ortz/Neil & Karen Rohlena

October 5th- John & Barb Maxwell

November 5th-Virgil & Sharon Schminke/Carl Ohrt

Upcoming Tours

CANCELED: Saturday, June 13th through Tuesday, June 16th Twin Rivers Tour.

Tuesday, June 23rd at 11:30 AM. Luncheon at Kalona at Ila Miller's Farm at 5708 Center Rd outside of Kalona. On the menu is family style fried chicken and salisbury steak, potatoes and gravy, noodles, vegetable, tossed salad, homemade bread, and pie. We will tour the Kalona Museum after lunch. **Call Larry Yoder at 319-350-4339 with your reservation by June 1st. Send check for \$17.50 per person payable to CRRAACA and send to Larry Yoder at PO Box 105, Marengo, IA 52301 no later than June 4th.** Leave your tip at the table that day. Ladies and men are all invited so please attend!

Joke of the Month

There's this snail and he's really tired of being slow so he goes to the nearest Renault dealer and buys a Renault. He has them paint a big red S on the side (for snail) so everyone will see him and marvel at his new speedier lifestyle and exclaim "Sacre Bleu! Look at that S-car-go!"



AACA Swap Meet October 3rd
Set up at the Linn County Fairgrounds in Central City is expected to start Thursday October 2nd late afternoon or evening. This way there will be more time to make changes and adjustments. This is a larger area to mark out and it will be the first time. We will have to get stuff from the shed. We can use all AACA members help, as well as, Model A members help, so volunteer if you can.

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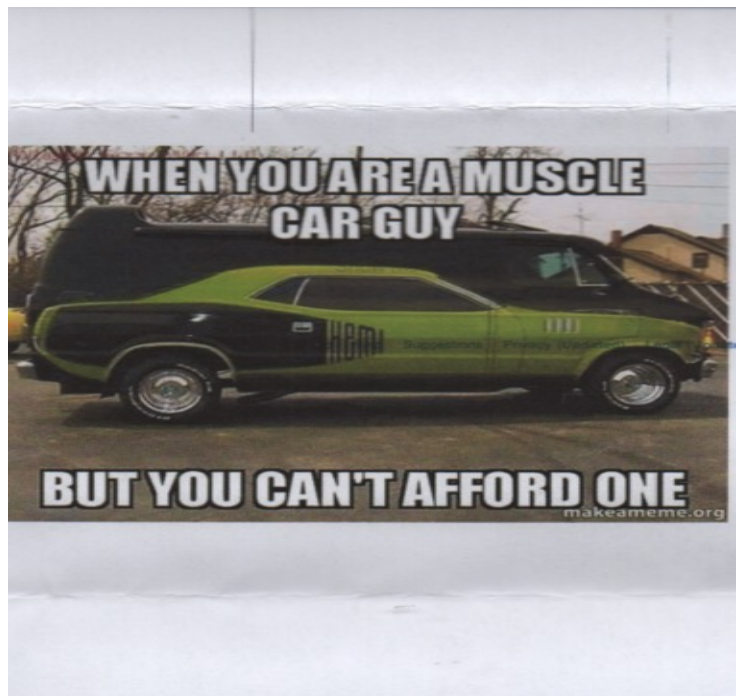
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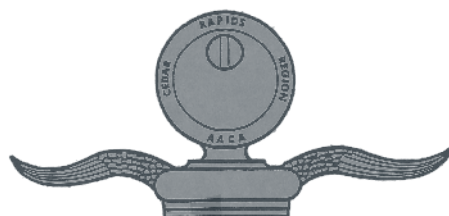
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JON'S CORNER

1. Cadillac was acquired by General Motors in 1907
2. A REO automobile made the crossing in 1907.
3. Mack introduced its "bulldog" model in 1916.



The Moto Meter
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June 2020 Moto Meter