



# 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

MARCH 2018

Vol. 55-03

## 2018 Regional Board Members

### President:

Judy Ortz (Secondary) 319-360-1832  
Al Meeker (Primary) 319-377-1069

### Vice President:

Larry Yoder 319-350-4339

### Secretary:

Jeri Stout 319-622-3629

### Treasurer:

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Dan Ortz 319-366-3142

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Judy Ortz

## WORDS

A husband read an article to his wife about how many words women use a day: 30,000 to a man's 15,000. The wife replied, 'The reason has to be because we have to repeat everything to men. The husband then turned to his wife and asked, 'What?'

*The Editor*

## PRESIDENT'S RAMBLINGS

Hi Everyone!

I was trying to think of something to write and at the board meeting last night we were discussing how our membership is going down. We were at 76 last year and this year we are at 61. Pretty big drop, hope it's not because I'm president. Anyway it means as a club that if you're not already participating in some way, we need you to step up. I understand that there are some things that any one individual can't do, however, we have many things people can choose from to lend a hand. We have callers for our calling tree, bringing treats for the meeting, swap meet, and serve on a committee when asked, plan a tour for the club, plan for a program before the meeting and other things.

Our club has a lot of volunteers already, but some who come to the meeting but have not been involved need to do so. Anything that a person does for the club is appreciated.

I am hoping someone will plan a city tour day, I think touring a factory in town, maybe the new fire station, seeing someone's car collection are just some ideas! Well last month I said maybe we would have a warmer night for our meeting in February, that didn't happen. So I'll hope for warmer in March. Our temperature is going up and down so much it's hard to keep up. I hope next month I come up with some great idea to write about.

Just a couple of housekeeping notes. We will meet in April at the Kirkwood center. The teddy bear auction will be at the May meeting. We will have a car show at Hiawatha on June 12. At the May meeting we will have flyers for people to pass around, (That's something that someone can design because I'm not good at that) about the car show. We may be changing our social night in August; I'll discuss it in March. That's all for this time. See you on march 1<sup>st</sup>. Judy

## JON'S CORNER

At the March meeting of the Cedar Rapids AACA, a video recording of the Annual Revival of the Glidden Tour will be shown following the business meeting. This tour took place from September 17 and the 22nd 2017. The hub city for the tour was Hastings, NE. Come see some beautiful antique cars dating from 1906 to 1942 and you might see places that you did not know existed in the state of Nebraska. The first Glidden Tour in the United States was held in 1904.

Respectfully,

Jon Reynolds

# REGION NEWS & INFORMATION

## FEBRUARY 1, 2018 CEDAR RAPIDS REGION AACA MEETING

The February meeting was called to order Co-President Judy Ortz. The club members stood and recited the Pledge of Allegiance There were no visitors or Birthday or Anniversary present.

Bruce Danielson talked to us about the Chicago Auto Show. He has a tour going on February 10<sup>th</sup> and asked if anyone would like to go. The charge is \$90.00-94.00 dollars. They will leave from Burger King on Blairs Ferry Road (Sams Club area) at 7:00 AM and leave Chicago at 4:30 PM to return home.

Shirely Millard has experienced severe pain and bleeding because of her chemo treatments and is in the hospital.

The Minutes were read and approved by Carl Ohrt and seconded by Barb Miller.

The Treasures report was read and approved by Pete Bischoff and seconded by Loren Huffaker. Jim Smith reported on the Treasures audit.

Dan Ortz gave a membership report. There were 59 member renewals and 3 new members.

The Spring Banquet will be April 28<sup>th</sup> at 12:30 PM in Kalona at a Amish home. The registration form will be located in next months Moto Meter newsletter. Larry Yoder will check to see if a tour can be setup for Amish Country.

Our meeting for June will be Tuesday June 12<sup>th</sup>. We are inviting other car clubs to join us in the parking lot. The building will be open to use the restrooms.

A new treat list is being passed around because the previous list was misplaced.

We had election of officers: President: Al Meeker and Judy Ortz, Vice President: Larry Yoder, Treasurer: Slvia Copley, Secretary: Jerolee Stout, Winter only: Sharon Schminke and Board of Directors: Lee Votroubek and Rich Mishler.

The Teddy Bear auction will be held in May. You can bring anything to sell. There was discussion about the Mothers Day Pancake Breadkfast. We didn't get our deposit back because they said we didn't clean up, we broke a toilet paper holder and we broke a door stop. Jon Reynolds volunteered to do a walk through before and after the event to ensure the room is cleaned up and no damage ocured by the membership. Jim Smith made a motion in this regard and Dan Ortz seconded it.

The July 4<sup>th</sup> picnic was discused. John Williams said he would reserve the pavillion.

It was suggested we go to Dan and Debbles Creamery in Ely for one of our social nights. We could eat at Otties on Main Street and then walk over to Dan and Debbies.

Judy will talk to David Juby about the location of the Club projector. Jon Reynolds has a DVD about the Gidden Nebraska Tour that he would like to share with us.

The President asked for volunteers to set up summer one day tours. A couple volunteered.

John Williams told about a Hudson, Edsel, Essex Museum in Shipshewane, Indiana, that will be closing. The vehicles will be sold or put up for auction. Date is unknown at this time.

Dan Ortz said each member will receive a copy of the roster either in the mail or in the Moto Meter.

Cancellation of Business meetings or Board meetings will follow the closure of Cedar Rapid Schools due to weather.

Pete Bischoff conducted Buy, Sell and Trade.

I was moved by Dan Ortz and seconded by Denise Votroubek to adjourn the meeting.

Submitted by  
Sharon Schminke

# ACTIVITIES AND EVENTS

## 2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>March 5-Leonardo's</p> <p>April 9-Bandana's</p> <p>May 7-Fairfax DQ</p> <p>June 12- Hiawatha c. Center</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>March 1</p> <p><b><u>April 5 @ Kirkwood, Linn County Regional Center</u></b> <b><u>1770 Boyson Rd</u></b></p> <p>May 3</p> <p><b><u>June 12 (NOTE: Date Change)</u></b></p> <p>July 4</p> <p>August- 2</p> <p>September 6</p> <p>October 4</p> <p>November 1</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>March 15- Tommy's</p> <p>April 19-Scott's</p> <p>May 17-Tommy's</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>
<p><b>Special Events</b></p>		
<p><b>SWAP MEET</b> March 16-17,28<sup>th</sup> Chickasha Pre-War Swap Meet, Chickasha Oklahoma, <a href="http://www.pwsm.com">www.pwsm.com</a></p> <p>Spring Banquet Date: Saturday April 28 at 12:30 PM</p> <p>Mother Day Pancake Break. Date: May TBD</p> <p>Teddy Bear Auction May 7<sup>th</sup>, Not for just bake goods</p> <p>July 4<sup>th</sup> Picnic Date: 7/4/2018 at Ely Park</p> <p>Twin Rivers Tour Date: TBD</p> <p>Fall Banquet Date: TBD</p> <p>Christmas Party Date: December 6, 2018</p>	<p><b>Car Tours</b></p> <p>May</p> <p>June</p> <p>July Twin Rivers Tour Date: TBD</p> <p>August</p> <p>September</p> <p>October</p>	<p><b>Treats Schedule</b></p> <p>March 2018-Clyde/Sue/Sherry Melvin</p> <p>April 2018 Jan Wenger/Joanne &amp; Dean Kiefer</p> <p>May 2018 Carl Orht/Sharon &amp; Virgil Schminke</p> <p>June 2018 Sylvia &amp;Daryl Copler/Judy &amp; Ken Robertson</p> <p>July 2018 Meeting in Ely Park</p> <p>Aug. 2018 TBD</p> <p>Sept. 2018 Dan &amp; Judy Ortiz/Karen &amp; Neil Rohlena</p> <p>Oct. 2018 Harry &amp; Jane Hawley</p> <p>Nov. 2018 TBD</p> <p>Dec. 2018 Pete &amp; Pat Bischoff</p>

# 1900-1930: The years of driving dangerously

## Speed demons and the law

The main cause of motor vehicle accidents was seen as excessive speeding. Until 1909 there was no regulation of street traffic in Detroit. The courts and police decided to address the problem with a simple approach: Set the speed limit to match the pace of horse-drawn wagons, such as 5 miles per hour. Make the streets as slow and safe as they were before cars.

After all, the automobile in the 1910's was not yet considered an essential mode of transportation, and it was their speeding that confused pedestrians, frightened horses and tore up the roadways. But the "normal" speed from the horse age was so slow that automobile owners had difficulty keeping their cars from stalling out.

(An extreme solution was enacted in England, where in small towns the law required the automobilist to notify a village constable, who would walk in front of the car waving two red warning flags while the driver followed slowly behind.)

If drivers broke the law, the punishment was severe, with heavy fines, jail sentences, and charges of manslaughter and murder when pedestrians were hit and killed. In one afternoon in 1911, police hauled in 450 people before Recorders Court Judge John Connolly on speeding charges.

However, the weakness of this strategy became clear as traffic got "thicker and thicker" as it was described, and the police struggled to keep even major streets safe and slow. The initial police effort was called the Broadway Squad, copying a program started in New York City. Nine older policemen were assigned to help people, typically elderly, cross the now-treacherous downtown intersections.

This was abolished and replaced with the Traffic Squad — one sergeant and 12 officers who rotated in four-man shifts at Woodward and State Street. They devised a signaling method to unravel traffic "tangles" and "blockades," both terms from the horse and buggy days.

As Detroit Traffic Superintendent William Rutledge described in an annual report, "The upraised hand is the signal to stop, and the swinging hand across the body the signal to start."

The signaling officers drew crowds of pedestrian onlookers.

"The drivers who happened to notice the signals of the officers did not seem to understand what was wanted and drove by, making it necessary for the traffic officer to run after them and explain the meaning of the signal. The officers had to show considerable patience." — from "Story of the Detroit Police Department, 1916-17," published by the City of Detroit

By 1916, one-fourth of the entire Detroit police force — 250 officers — was now used for managing traffic. On May 25, 1920, Detroit was second in the nation after New York to start a traffic court. It was announced the same day that the 17th person had been killed in the first 24 days of May. Zeana Coatley, 4, was struck in front of a post office — the eighth child killed that month.

Soon the police admitted publicly they could not keep up with traffic and could not afford to add more men to street safety. The city was losing the war against reckless driving.

*(Continued on page 7)*

# THE ARC TOWARD ELECTRIC



Tesla Model 3

A common refrain heard over the past couple of decades in the high offices of the Big Three was that Wall Street didn't like auto stocks. Didn't matter how many Ford F-150s or Chevy Tahoes or Dodge Durangos went out the door in a fiscal quarter, the stock prices of the Detroit automakers refused to budge. Too slow-moving, too long between investment and payoff, too volatile, too Rust Belt. That is, until this past October 2, when General Motors announced that it would produce 20 new all-electric vehicles by 2023. A stock that had been in the \$30 range since clawing out of the depths of the 2009 bankruptcy surged to over \$45.

Judging from the microscopic sales of Electric Vehicles (EVs), which even in hippie-dippy California hover at less than three percent of new-car purchases, nobody likes those battery cars. Well, nobody except Wall Street, where GM's stock rose 30% in two months on EV hype. Once again, GM has a greater market capitalization than Tesla, a reliably unprofitable company that Wall Street nonetheless valued at \$318 per share this year.

But nobody wants electric cars! Well, except the thousands who put down a deposit on Tesla Model 3. And the government of China, which has been heavily tilting its citizens into electric vehicles by manipulating the country's licensing system. It can take months or even years to obtain a Chinese license plate for a gas vehicle, but EV buyers sail through on a fast track, making China the largest and fastest-growing EV market in the world. For China, it's about more than cleaning up filthy air; the Chinese see EV tech as a way for their native industry to finally leap ahead of the world's.

Western Europe is all in, too, as European Union (EU) governments one by one declare war on the internal-combustion engine. As the automobile fundamentally changes, for the first time in many decades a couple of American automakers, GM and Tesla, seem to be ahead of a trend. Other major producers, especially Volkswagen, have stopped talking about new engines. Jaguar chief designer indicated at the Frankfurt auto show in September that Jaguar has probably designed the last full internal-combustion-engine car.

Unfortunately for those of us who love engines, their end is now approaching even more rapidly. That's because automaker R&D budgets did not magically double overnight. The resources spent on engine development were already strained by expensive bets the industry is placing on other technologies, including autonomous cars. Thus, the cash available to spend on new engines is dwindling. It's difficult to justify a \$1 billion or \$2 billion outlay on a new engine family when governments are openly talking about banning internal combustion outright.

In the near term, hybrids will fill the gap stretching the life of existing engines. It's almost certain the next Porsche 911 will be a hybrid, and old-line European sports car makers from Ferrari to Lamborghini to Aston Martin are talking hybridization to keep their existing engine designs relevant through another product cycle. They'll have to rely on their relationships with larger automakers to supply the needed tech. No automaker wants to be the buggy maker that is left behind.

This is undoubtedly bad news for folks who love the ingenuity and sound of pistons reciprocating in cylinders. What the single rotating assembly of an electric motor has in simplicity it definitely lacks in sexiness.

But at least the sound issue is likely to get solved. It can't be long before the first car soundtracks are downloadable from iTunes. Today's Ford Mustang sounds pretty awesome, but it doesn't sound like a Ferrari, or an F1 car, or a P-51 Mustang. When it comes to an EV's sound, the possibilities are literally limitless.

# CRRAACA 2018 Spring Banquet

The Cedar Rapids Region AACA Banquet will be Saturday April 28, 2018 in Kalona at the Warren & Ila Miller (Amish Farm).

Cost will be \$20.00 minus \$5.00 Club Donation equals \$15.00 for each AACA member. Each non-member guest is \$20.00.

**(Registration Deadline is Saturday April 21, 2018).**

This registration and check made out to **CRRAACA MUST** be sent to **Jerolee Stout 4315 V Street, Homestead, Iowa 52236 (319) 622-3629** by deadline of Saturday April 21.

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CUT HERE

## **CRRAACA 2018 Spring Banquet** **Registration Deadline is Saturday April 21, 2018**

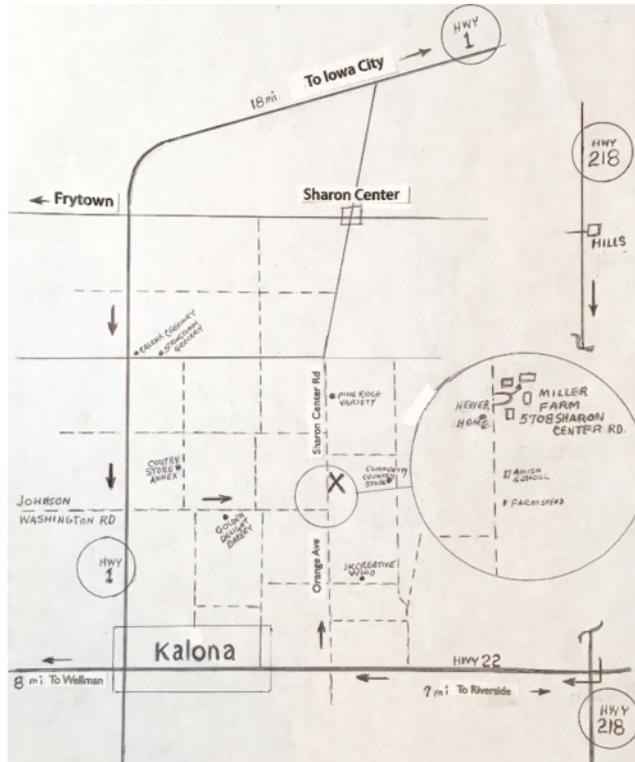
**NAMES OF THOSE ATTENDING:** \_\_\_\_\_

Number of Club Members x \$15.00 = \_\_\_\_\_

### **MENU: FAMILY STYLE DINNER WITH TWO CHOICES OF MEAT AND DESSERT.**

Telephone Number: \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_

**Cost - \$20.00 minus \$5.00 Club Donation equals \$15.00 per each CRRAACA Member.**  
(Non-members guest is \$20.00)



Place. Warren & Ila Miller (Amish farm)  
5708 Sharon Center Rd., Kalona, IA 52247

**Special Note:** -Road name changes when you cross the county line.  
Approximately 3 mi of gravel from either Hwy 1 or Hwy 22



Lafayette at Third Street, an intersection in desperate need of a traffic light in 1928. (Photo: Detroit News archives) Did you note anything strange about the direction flow of traffic at the intersection?

## Tolling bells and safety parades

After World War I, as accidents continued to soar, drivers were being labeled in newspapers as "remorseless murderers," their danger to public safety likened to an epidemic disease. In Detroit and other cities angry mobs were dragging reckless drivers out of cars.

One notable example in Detroit was John Harrigan, a wealthy 26-year-old from Grosse Pointe who, while driving drunk, hit and killed a city street worker. He was convicted of manslaughter and paraded in handcuffs by police in the Safety Parade of 1922.

The Detroit Safety Council in 1919 had bells on fire stations, churches, schools and City Hall ring twice a day in memory of the street auto fatalities. Teachers and sometimes police officers would read to school classes the names of children killed and how they died. Other cities printed "murder maps" showing locations of automobile deaths. Maudlin posters for "No Accident Week" showed young mothers covered in their child's blood and beckoning to heaven.

Safety parades, started in the 1920's, became an emotional relief valve for public loss. The busiest downtown Detroit intersections were labeled with giant "A," "B" or "C" cards to remind people to "Always Be Careful." Thousands watched as hulking wrecks of cars were towed down Woodward with placards that read "He tried to make 90!" or "Follow this one to the cemetery."

Some wrecks featured mannequin drivers dressed as Satan and bloody corpses as passengers. Children crippled from accidents rode in the back of open cars waving to other children watching from sidewalks. Washington, D.C., and New York City held parades including 10,000 children dressed as ghosts, representing each a death that year. They were followed by grieving young mothers who wore white or gold stars to indicate they'd lost a child.

*(Continued in April MM, "Detroit's better ideas")*

*(Internet-Open Source: Detroit News, 2009)*

## TRIVIA QUESTION

Recognized as "America's Finest Car," Pierce-Arrow made many prestigious accomplishments throughout its 1901-1938 life span. One of the most memorable occurred in 1914. What was it?

(Page 11 for answer)

## PAINT: COLORS

The "Roaring Twenties" was a time of prosperity and an exciting, "show-off" attitude. The public was looking for something "showier" in the colors of their cars. The car manufacturers began to two-toned paint the bodies of their cars to answer the buyers wants.

The Great Depression took the joy and fun out of life for most people, and car companies responded with a more sedate single color cars. In the 1950s, a second color was again offered, and sometimes just the vinyl roof added the bid of second color to the car.

Today almost all cars are a single color. The reason seems to be styling. Cars are much smaller, rounder and less of a canvas for showing off two colors.

One last thing, a study in England was done in five major cities: Brighton, Bristol, Glasgow, Leeds, and Manchester-where they tracked the color of cars most often hit by bird poop led to the following statistics.

Of 1,140 vehicles tracked, 18% of those painted **red** were tagged with bird poop. At the other end of the scale, just 1% of **green** vehicles had been targeted. Here's the remainder of the list: **Blue-14%, Black-11%, White-7%, Grey/Silver-3%**. So next time you buy a car you might want to consider the bird poop survey for your next vehicle color.

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## HISTORICAL VEHICLE



### 1938 Horch 853A Special Roadster

The Horch 853 was introduced in 1935 to much acclaim from the affluent and famous of Germany. The car was opulent but was priced under the Mercedes models, and it quickly became a top seller in the luxury market. The car's advanced and innovative technology drew heavily on the parent Auto Union racing program and included a 5.0-liter inline 8-cylinder engine with a single overhead camshaft; a chassis with independent, semi-elliptic springs; hydraulic shock absorbers in the front and a De Dion axle at the rear. This car was a little heavier than its Mercedes counterpart at 5,798 pounds, but it still offered 100 horsepower and a top speed of 81 miles per hour.

Horch introduced the 853A in 1937. It was built for the Autobahn and the engine produced 120 horsepower, 20 more than the 853 model and is capable of speeds of over 90 mph. It had eight forward speeds, achieved by use of a four-speed transmission coupled with a two speed rear axle. Horch had always been known for its quality and innovation, but its reputation would be challenged greatly when Daimler-Benz unveiled its new 540K. Immediately, Horch began to design a concept meant to compete with the new Mercedes. Carved out of wood, the Horch Special Roadster would be undertaken by the factory works in Malan. The decision was made not to supercharge the 5.0-liter inline eight cylinder engine. However, the transmission was equipped with overdrive, which gave it performance close, but not quite the same, as the 540K. And the chassis boasted of a fully-independent De Dion rear suspension placed on double-jointed rear axle shafts designed by Ferdinand Porsche. Just five of the 853A Special Roadsters were built. Only three remain today.

*The Owners Manual, Venice Fl.*

# The EMF Company

*(Continued from February 2018 Moto Meter Issue)*

## **HENRY FORD BECKONS**

One account claims he built bodies for the first 10,000 automobiles produced by Ford. Everitt was the sole supplier of Ford bodies between 1903 and 1907 because that was the approximate total Ford production of complete vehicles over these four years.

## **The Wayne Adventure: On the Road to EMF**

On November 10, 1904, a new automobile concern was incorporated in Detroit called the Wayne Automobile Company. If bets had been taken among Detroiters of that time in predicting which auto firms then operating in Detroit would be successful, Wayne would have been at the top of the list with the likes of Ford, Cadillac, and Packard.

## **The Wayne Car**

The initial offering of the company in 1904 was a two-cylinder 16 hp touring car, the Model A. It was a sturdy automobile that sold at a midrange price of \$1,200. For 1905, a larger, four-cylinder, 24 Hp Model C was listed for \$2,000. By 1906, the company was offering six different models: three at two cylinders and three at four cylinders. The bottom of the line was the Model H, two-cylinder, 14 Hp runabout that sold for only \$800. The top of the line was the Model F, a four-cylinder, 50 Hp model stretched out on a 117-inch wheelbase and selling for \$3,500.

## **Wayne in Trouble: Everitt takes Over**

With debts totaling \$2.7 million against assets of nearly \$5.5 million, the Wayne Automobile Company seemed to be in good shape for the coming year of 1907. Apparently, this was not the case, despite the fact that Wayne would produce 1,000 units that year (which was within the normal production rates for those times). Whether the national financial crisis of 1907 affected the company is not known, but Charles Palms (major investor in the company and acting CEO) was sufficiently disturbed by lower earnings that he removed himself from the CEO position. History suggest that the problem of lower earnings was brought about by Mr. Palms himself by shifting the production of the Wayne Automobile Company to that of only large high-priced luxury touring cars ranging in price from \$2,500 to \$3,500.

Palm's choice as new CEO was none other than Barney Everitt, who took office during September 1907. The first leg was attached to the three-legged stool that in the summer of 1908 would become known as the EMF Company.

## **The Making of Cadillac and Other Daring Deals-Bill Metzger**

William E. "Bill" Metzger "invented" the auto dealership, and gave birth to Detroit's first automobile show, and helped form five automobile companies, among his many other venues. He was the foremost salesman and promoter of the industry during those hay days when Detroit was establishing itself as the center of the passenger car trade.

## **Metzger; The Two-Wheeler Dealer**

Metzger was born in Peru, Illinois, on September 30, 1868. His father, Ernest, was a German immigrant who served in the Civil War, his mother, Maria was a native of Ohio. Bill officially graduated from the Detroit public high school system in 1884 when he was 16 years old. As a young man, Metzger was caught up in the rising tide of enthusiasm for the bicycle which was sweeping the nation. Metzger became part owner of a bicycle business "Huber & Metzger which was quite successful. It was at this time that Metzger was introduced to the multiple-gear, low-wheeled bicycle with pneumatic tires. These three changes to the bicycle design gave rise to an enormous bicycle craze that allowed powerful lobbyist to lobby congress for improved road conditions.

## **Metzger in England: To See the World's First Automobile Show**

During the spring of 1895 Metzger read in a bicycle journal about an automobile show to be held in London, England during the fall of 1895. Metzger interest was piqued to the point that he had to travel across the ocean to see what this new-fangled machine was all about.

*(To be continued in April 2018 Moto Meter Issue)*

# Classifieds

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# Classifieds

## Club Members Buy - Sell - Trade

None

### TRIVIA ANSWER

*That's the year in which Pierce-Arrow received a patent for its innovative, fender-mounted head lights. To quote the accompanying application documentation... "the two lamps are placed considerably further apart and at a higher elevation... than in the usual position... illuminate the road for a greater distance and to a greater width... and to much better advantage in turning... the construction obviates supporting brackets... and produces a very distinctive and attractive appearance." In addition, fender-mounted head lights marked the outer extremity of the vehicle for oncoming motorists, which was becoming more important at this time because traffic density was about to start increasing.*

### Special Announcement



#### 1910 Stanley Model 70 Touring Steam Car

Mark Culver of Marion will be firing up this 1910 Stanley Steamer on April 22 at 1:30 p.m. He will provide a brief history of the automobile, demonstrate its startup procedure, and bring it up to full steam for operation. This Stanley Model 70 is owned by Mark's in-laws, Keith and Ann Valesh of Oelwein, Iowa. Mark and his wife Kris have accompanied Keith and Ann on several touring trips with their vintage automobile.

#### FACTS:

Engine: 20-hp steam engine Water consumption: approximately one gallon/mile

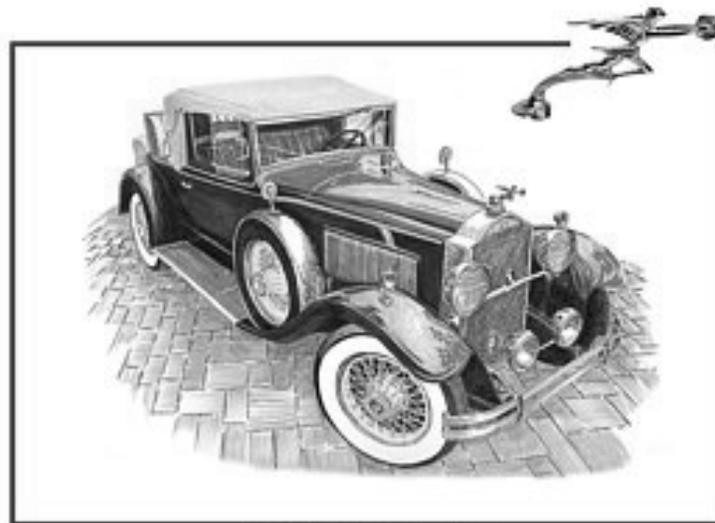
Water tank: 35 gallons

Main burner fuel tank: 26 gallons (kerosene fuel)

Pilot fuel tank: 2 gallons (Coleman fuel)

Builder: Stanley Motor Carriage Company, Newton, Massachusetts

The Moto Meter  
Cedar Rapids Region AACA  
Brenda Juby  
614 Eleanor Ct. SE  
Cedar Rapids, Iowa, 52403



1930 Packard Roadster



March 2018 - Moto Meter