



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM

FACEBOOK: CEDAR RAPIDS ANTIQUE CAR CLUB



LOVED BY SOME, CUSSED BY OTHERS, READ BY EVERYBODY



March 2020

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TRIVIA QUESTION

What company's final chapter was written around an ill-fated Ponzi scheme?

(Answers on page 13)

JON'S CORNER

1. In what year did Packard build its first truck?
2. In what year did Chevrolet build its first V8?
3. In what year did Willys-Overland build its first civilian Jeep?

(Answers: Page 13)

NO GOOD BYES, JUST GREAT MEMORIES

It is said that change is good, it keeps us moving forward, it rewards us with new experiences and builds on the past. Change is a mixed bag of chocolates you never know what you are going to get. Change usually brings an element of joy, excitement and the unknown, but along with it, there is usually a sense of loss. The loss of friendships that have been built over time, people you have come to respect and care for, just the general loss of the familiar surroundings.

We have sold our home and will be leaving the Cedar Rapids area March 13, 2020, heading south to a smaller community called Jasper, Texas. Grandma and PaPa would like to be closer to the kids and grandkids (right now they are 19 hours away by car) but not to close to be used as a babysitter. I now fully understand what my dad said to me one time. He said "it brings great joy to my heart to see those large headlight pull into our driveway but, I sure do enjoy those little red tail lights also." I have been told by the locals that nobody drives a un-air conditioned car in southeastern Texas in August and September. So I guess we are trading snow for heat.

So it is with great sadness that Brenda and I are resigning from being the editors of the "Moto Meter Newsletter." I will miss searching the Internet and other resources for stories and technical articles that we hoped you would find interesting. A big thank you for trusting us with this responsibility and we know who ever takes our place will do an outstanding job and will put their own spin on the Newsletter and make it something the club will be proud of. We both are look forward to reading it on the Internet.

If you should ever find yourself passing though Southeastern Texas, gives us a call, we would be honored to show you some good old southern hospitality,

With that said, "For Brenda and I there are no goodbyes, just great memories of days gone by with a bunch of people who enjoy old vintage cars and the fun of driving them."



The Old Iowa Look



Our 1911 EMF



The New Texas Look

Brenda & Dav

HISTORICAL VEHICLE

1913 Model 37 Hudson Roadster



In 1909, J. L. Hudson and Roy D. Chapin formed the Hudson Motor Car company. Their idea was to build a low-priced car for under \$1000. The resulting new Hudson "Twenty" was one of the first low-priced cars on the American market and very successful with more than 4,000 sold the first year. The 1913 Hudson Model 37 sat on a large 118 inch wheelbase and was powered by a Continental L-head 281 inch 4-cylinder engine. It was the last Hudson to be powered with a Continental L-head, 4-cylinder engine. The engine developed 37 horsepower and was mated to a three-speed manual transmission. There were mechanical brakes on the rear wheels. Available in five body styles the list included a roadster, touring car, torpedo, coupe and limousine. The Model 37 did not have an externally mounted crank, though a crank was provided in the tool kit as standard equipment.

Source: Wikipedia



| | |
|--------------------|------------------------------|
| Price | \$1,600-\$4,500 |
| Engine Size | 280.6 cu in |
| Bore | 4.1 in |
| Stroke | 5.3 in |
| Compression | 5.2 to 1 |
| Valve Train | L-Head |
| Valves | 8 |
| Carburetor | 1 Zenith |
| Max Power | 37 HP (27.232 KW) @ 1500 RPM |
| Max Torque | 139 ft lb @ 1200 |
| Transmission | Manual 3 speed |
| Differential Ratio | 3.90 to 1 |
| Tire Size | 4 X 34 |
| Wheelbase | 118 in |
| Length | 162 in |
| Weight | 3175 lbs |



Licensed Restoration Parts

We all are stewards of vintage Fords, Chevy's Dodges and other makes. We are extremely fortunate to currently have so many "reproduction" parts manufactures, supplier, and services. These parts and services help get our cars on the road and keep them running. For this discussion I am going to focus on reproduction parts for Model A Fords but it can also be applied to any vintage Ford Car from 1909 to the early 2000.

All of us use various means to get our parts for our vintage cars either to be restored or preserved. And we all have experienced that reproduction part that was suppose to fit perfectly but didn't. How many of you have bought parts from Snyder's, Mikes or Bratton's and the part(s) required some customization before it fit properly? I think we all would raise our hands. In the December 2019 Moto Meter there was a article talking about navigating the part market and what the acronyms mean and what they don't mean.

Have you ever purchased parts (reproduction/new) from a Supplier that were packaged as "Ford Official Licensed Product"? If so, what does "Ford Official Licensed Product" mean to the Ford hobbyist?

Background on "Ford Licensed Parts" (Source: Ford)

About 20 years ago there were after market companies making all types of reproduction Ford parts for Model T's up to early 2000 Ford cars. Ford felt there could be a liability issue especially with parts like brakes, etc. so Ford set up "Ford Licensing" to help control counterfeit parts. Ford License controls when the Blue Oval Ford Logo can be used and when the Ford Motor Company Part Numbering System can be used. The strict licensing processes helps ensure any parts bearing the company's official trademarks meet the quality standards and authenticity that classic Ford enthusiast demand. Each approved part comes with a blue-and-white sticker with the Ford logo stating it is an officially licensed restoration part. That means the fit, form and function is as authentic as the original.

When Ford stops making a part and retires the tooling, that tooling is offered to "Ford Component Sales" (FCS). Based on the type of component and whether it would be of interest to the vintage vehicle market, the part is then offered to one of 75 licensed manufacturers and they put the tooling back into service. The end result is that owners of vintage Ford vehicles get a source of factory-correct parts made on Ford tooling. Before a supplier can sell a licensed part-even one produced on Ford tooling-they are required to submit a sample for approval. The component is than compared to the original blueprints and engineering specifications to ensure the part meets or exceeds the original piece fit, form and function.

All Ford restoration parts licensees must successfully complete a quality assurance survey and meet all federal and state safety regulations. To assist in the monitoring process all ongoing production quality, master samples of each restoration part are retained after approval and used as quality benchmarks to future production runs.



In summary: if the part comes in a package with the label "Official Licensed Product" and has the blue and white "Ford" trademark indicates that the parts meets the quality standards established by Ford. These parts are made from other than Ford tooling and can be manufactured in the U.S. or world wide. These parts also incur a royalty fee that is paid to Ford by licensee of the product.



If the label on the parts package also states "Classic Parts From Original Tooling" refers to now obsolete tools that Ford Motor Company once used to mass produce the parts necessary to assemble their vehicle line. The surviving tools are reinstated into production and resume making parts for the reproduction market. These obsolete tools include metal stamping progressive dies, transfer dies, lie dies and roller dies. Original Ford Tooling can also include injection molds that are used to make plastic and rubber parts. A major benefit of reproduction parts made from original tooling is the inherent accuracy they posses, since they are made from the original tools.

(Continue to Page 5)

February 6, 2020, CEDAR RAPIDS REGION AACA MEETING “MINUTES”

The February meeting was held on Thursday, February 6, 2020. Vice-President Loren Huffaker called the meeting to order, followed by members reciting the Pledge of Allegiance.

Introduction of Visitors:

Loren introduced Dan and Beth Murphy from Laurel, IA. Greg Lane, from Central City, was also in attendance. The Murphys and Greg joined our club.

Birthdays: Clyde Melvin, John Maxwell, Jackie Oliver

Anniversary: none

Deaths: none

Illness: Jane Hawley had surgery on Tuesday and was home on Thursday. Carl Orht to have cataract surgery on 2/12, 2/26. Loren Huffaker will have back surgery on 2/26.

Program: Jennifer Tibbets, Catherine McAuley Center. (see story in MM regarding her presentation.)

Old Business:

Secretary Report--Motion made by Jack Harville and seconded by Barb Waterhouse-Miller to accept the minutes as printed in the Motor Meter. Motion passed.

Treasurer's Report--Motion made by Carl Orht and seconded by Danny Ortz to approve the report as presented by the treasurer. Motion passed.

Secretary read a letter from Kirkwood College thanking us for our donation for the scholarship fund.

Loren announced that there were sign-up sheets for the Social Night and the Women's Luncheon on the table. There are also copies of the 2020 Budget.

NOTE: CHECK ACTIVITY PAGE FOR CHANGE OF DATE FOR BANQUET!!!!!!!

Committee Reports:

Spring Banquet - Per Loren it will be April 25 at the Longbranch and he should have information for the Moto Meter at the February Board Meeting

Tour/Activity - They have met and have a draft of tours

Flowers/Memorials - none to report

Webmaster - no report

Membership Chair - 53 members this afternoon; 55 with the new members that signed up tonight.

Moto Meter - Brenda shared that this would be the Jubys last meeting. They will move to TX in March and will miss everyone who have become family to them during their time in IA. David is willing to help Sylvia and Jane in their endeavor to take over the newsletter.

Swap Meet - Lee Votroubek reported that Jim Smith is working on the Swap Meet and there are flyers out for the Model A Swap Meet for everyone to take to put up. Lee emphasized that we need everyone's help with the Model A so that we will know how to do ours in October. Barb is working on advertisements and can use help.

New member, Greg Lane, showed examples of the work that he does on polishing stainless steel that is on old cars. We were all impressed by the difference between the polished surfaces and the work that he does.

Buy-Sell-Trade--Carl Ohrt conducted

Board Meeting - Feb 18 at Scott's.

Motion to Adjourn made by Dave Juby; Seconded by Judy Ortz.

Treats were served by Shareen Melvin and Clyde and Sue Melvin

Respectfully submitted by Brenda Juby, Secretary

Catherine McAuley Center-Homelessness in Cedar Rapids Area

Jennifer Tibberts from the Catherine McAuley Center was our February speaker. She shared on homelessness in our city. The center has an education program, one for refugee and immigrant services and for women's services. Women's Services is one area that she is over. The Women's Services includes: Transitional Housing (up to 2 years), Supportive Housing (women needing continued support) and After Care Services (ongoing support services). These services are built on relationships and help women build community.

The education program serves 300 students and volunteers are needed to help teach English.

Jennifer also works with the homeless. When asked how many homeless we have in our community, she said that they do a study in July and in January. They count people who are "literally" homeless (people living in shelters, campgrounds, cars, etc). This doesn't include people that are "double-upped" which means that they are staying with individuals or moving around from friend to friend. In January 2019, there were 242 individuals who were literally homeless and 260 in July--of those numbers, 40% were men, 34% were women and 26% were children. Our schools have a high percentage of students who are "double-upped."

There are various reasons for homelessness. For men, the reasons are usually mental health issues or substance abuse. For women, it is family violence, substance abuse or mental health issues. For women, trauma in the past will often lead to homelessness in adulthood.

In terms of shelters, we have a lack of housing in the community. There are 60-70 people per night in overflow shelters. The average age for men is 41.8 and for women is 40. In some cases, women have to be put in with men in the shelters and there are limited places for families

Jennifer and others that work at the center, along with police, are very aware of where people are staying and go out at night to check on those who are sleeping outside. She had cards that we could carry that provide information on shelters, places to get food, etc. She said that these are more effective than giving money to people sitting along the streets who are asking for money. This is an option so that they know where the resources are to get help.

Her presentation was excellent and helped shed light on the problem of homelessness in our community and what is being done to help with the problem

Conclusion *(Continued from Page 3)*

First: "the Ford Incensed part sample is compared to original blueprints and engineering specifications and ensures the part meets or exceeds the original piece in fit, form and function.

Second: Modern manufacturing equipment and techniques may not exactly duplicate an original part even with the correct blue print/diagram.

In other words, if you a showing your Model A at a Fine Point Standards (require how the vehicle came off of the assembly line) that reproduced part should **not exceed** the original piece in fit, form or function.

For those of us that just enjoy driving our vintage vehicles we are extremely fortunate to currently have so many "reproduction" parts manufacturers, supplier, and services. All of this helps to keep our cars on road and keep them running.

By Nelson Chegezy, Open source: Internet and Editors Sidekick

BRING IT HOME

When he was 14 years old, Kevin Kyle bought a rusty Chevy S-10 pickup for \$500 and another one for parts. His step dad owned a hot rod shop, so together the two did all the needed body work-new fenders, new doors, everything. Kyle took his drivers's test in the S-10, which he still drives today. In school, however, he never took any tech courses.

I was actually on college prep track, thinking about becoming a mechanical engineer," he says.

A motor sports-focused program at the University of Northwestern Ohio's College of Applied Technologies caught his eye-a-tech-heavy track focused on engine building, understanding fuel systems, and high-performance transmissions. Kyle applied and was accepted, but as the end of high school drew near, he had reservations about leaving his hometown of Hatboro, Pennsylvania. It was during his time at Applied Technologies that began to realize that he enjoyed the fabrication work and problem solving of restoration.

My mom and I knew about Penn, Kyle says. So we drove through the campus once, but I didn't have a clue a restoration program existed there until later. It was brought to our attention through friends that internships with Allentown's Ken Beck of K&T Vintage Sports Cars, along with a seven-week gap-fund Scholarship that was being offered by a local car club.

Kyle mastered basic engine work at Penn. He even built a new mill for his trusty S-10 in one classes project. After graduating with an associate's degree in 2018, Kyle landed a job with Bent Metal Customs in nearby Lansdale: "Two days after I got my diploma, I started work at the shop, which is less than 30 minutes from my home." As part of a 10-person crew, Kyle focuses on modern pro touring builds. "We regularly show cars at SEMA and do a lot of work on Camaros, Chevilles-modern drive trains and high-end stuff," he says.

In his spare time, Kyle is hard at work on his other car, a 1970 Camaros he got when he was 15. "My mom and step dad bought it for me as a gift, he relates. "It's my favorite model, but I didn't have the time or knowledge to work on it then. Now, with the skills I learned at Penn and my new job, I'm doing a Trans Am-style build."

Kyle says his future is a work in progress. Maybe someday he'll open his own shop. Maybe I'll get back to his hot-rod roots. "Right now, I like what I'm doing-working metal and shaping things," he says. "It's really what I've always wanted to do.

dav

Presidents Ramblings

We have been extremely fortunate to have Dave and Brenda Juby as our newsletter editors for the past several years. They have continually produced a professional, informative product and we appreciate all they have done.

The new newsletter team has big shoes to fill and know our newsletter will not compete with theirs. However, we will strive to continue to produce a member-focused newsletter that our club can be proud of.

One of the new features in the newsletter will be "Spotlight on ____" a monthly look at a current club member, how long they've been in the AACA, what their first car was and how they obtained it, among other questions.

Another new feature in the newsletter will be an article on the past month's speaker. We have many interesting speakers lined up, including History of the Lincoln Highway, Cedar Valley Humane Society, and several members' collections/hobbies.

This will be a work in progress and we can always use more help and/or suggestions.

President: Jane Hawley

Racing Through History: Motorcycles in America

Birth of a Legend

This new company had begun informally in 1903 as the dream of two friends from Milwaukee who thought that a motorcycle would be an entertaining way to get out to their favorite fishing spots. The friends' names were William Harley and Arthur Davidson, and the company they founded-the Harley-Davidson Motor Company-was to become a motorcycle legend.

William Harley and Arthur David-son began fiddling with an engine and designs for all the other pieces of a motorcycle in 1903 in the Davidson family's basement. It was there that Arthur's older brother, Walter, who was a machinist by trade, helped them by putting their first motorized bicycle together and then decided to join the two in their business venture. Soon after the first Harley-Davidson was up and running, however, the trio of intrepid inventor lost the use of their workspace in the Davidson home. Walter and Arthur's mother was tired of the mess created by the grease and dirt that the three men were continuously tracking through the house and induced Arthur and Walter's father to get them and their workshop out of her basement.

To do this, Walter and Arthur's father built the three young men a ten-b y-fifteen-foot wooden shed in the backyard where they could work on their motorcycles. This became their first dedicated workspace. Wanting to help her brothers in some way, Walter and Arthur's sister, Janet Davidson painted "Harley-Davidson Motor Co." On the door of the shed, and it thus became the company's first factory. Walter Davidson handled the machining while Arthur Davidson and William Harley took on the responsibility of designing the motorcycles.

Trial runs of the trio's first motorized bicycle, however, quickly convinced the rookie inventors that the machine needed to be re-engineered because it simply could not conquer the Milwaukee hills. Their second machine had a bigger engine and a loop-frame design, taking it out of the motorized bicycle category, and after being ridden in a motorcycle race, it was sold to a friend. All told, the Harley-Davidson Motor Company built three production motorcycles in 1903.

By 1906, The Harley-Davidson Motor Company was beginning to thrive. There founders were able to move the company to a newly built 2,400-square-foot factory on Milwaukee's Chestnut Street, and with the move came an increase in production. Whereas the company had produced only eight machines in 1905 in 1906, it was able to produce a total of fifty motorcycles. It was during this time that the fist Hartley-Davidson catalog was issued, with the first option color scheme-gray with red lettering and pin striping instead of black with gold letters-was offered. The motorcycle was marketed as the "Silent Grey Fellow." It was the fist Harley-Davidson model to be built in significant numbers, but sales were still far behind those of Indian.

Throughout its earliest days Harley-Davidson concentrated on building tough, durable machines for transportation, but by 1907, it could no longer ignore the speed records being set by Indian or the boasts about motorcycle sales coming from the Wigwam. Throughout 1907, Harley-Davidson entered a series of races in which its motorcycle took first place and same year, the company seems to have taken deliberate aim at the Indian Motorcycle Company when it concentrated its dealer recruitment efforts in the New England area. Then, in 1908, Walter Davidson followed up the company's 1907 racing successes by entering an endurance race and earning a perfect score. He went on to rack up another victory in 1908 in an economy run, a type of motorcycle competition in which the goal is to get the best mileage possible. In the particular economy run, Walter Davidson's Harley-Davidson got an astounding 188 miles per gallon. Slowly but surely, Harley-Davidson was gaining on Indian, and in the years to come, the war between the two would be decided on the race track, in the boardroom, and on the showroom floor.

(Continued on page 7)

Indians Fall

Indian's fall from the top of the motorcycle manufacturer hierarchy, however, was more the result of its own corporate decisions than anything that Harley-Davidson did. By 1916, Indian controlled 40 percent of the world's motorcycle market and was producing more than 40,000 motorcycles per year, but this was to prove to be a watershed year for Indian. In 1916, the last two founders of Indian retired from the company and a year later the United States entered World War I, Indian's new leaders made a fateful decision. Adopting the slogan "Uncle Sam Comes First" the company decided to suspend its racing effort and commit all of its motorcycle production to the war effort. This new policy left Indian dealers with no inventory to sell for the duration of the war and forced many of them to defect to Harley-Davidson, which had only devoted a part of its production to the war effort and still had motorcycles for the domestic market. When the war ended, Indians once again came roaring out, but there weren't many takers. Harley-Davidson was now the world's top motorcycle manufacturer, selling motorcycles in 67 countries world wide.

1920's and 1930's

Following World War I, the availability of cheaper automobiles did much to hurt motorcycles sale in America, and by the end of the 1920's, there were only two motorcycle manufacturers in the United States-Harley Davidson and Indian. By 1931, the United States was fully in the grips of the "Great Depression." Each company was hanging on by the skin of its teeth. By 1933, the once mighty Indian Motorcycle Company was producing a paltry 1,700 motorcycles a year. The same year, also pinched by the Depression, Harley-Davidson began adding graphic designs to its motorcycles' gas tanks in an attempt to interest buyers and generate sales.

Foreign Invasion

World War II gave much-needed boost to both Indian and Harley-Davidson as both companies turned their production to the war effort. After, the war, Harley Davidson sales once again boomed as many restless veterans tried to replace the excitement, camaraderie, speed, and danger of combat by riding motorcycles and joining motorcycle clubs. In 1947 clouds were forming on the horizon for both Harley-Davidson and Indian market share. The "Brit's" were once again on the shores of American and were beginning to cut in on Harley-Davidson and Indian sales.

During World War II, the Triumph motorcycle company had turned out 300 motorcycles a week for use by Allied forces. Following the war, when foreign goods were imported into the United State with very, low tariffs, British motorcycles which were more technologically advanced than Harley-Davidson or Indian's motorcycles were relatively cheap and very attractive to American buyers. By 1950, Triumphs had captured 40 percent to the American motorcycle market, and while this state of affairs was worrisome for Harley-Davidson, which was financially stable, it proved fatal for Indian, which was force to close its doors in 1953. Triumph retained a strong foothold in the American motorcycle market until Japanese motorcycles led by Honda, roared into the American market place the 1960's and 1970. American automobile sales in 1982 combined with motorcycles market that was flooded with inexpensive Japanese motorcycles sent the Harley-Davidson motorcycle company sliding toward bankruptcy.

In 1983, President Reagan imposed a 45 percent tariff on larger, imported motorcycles, dramatically increasing the cost of the Japanese motorcycles that competed with Harley-Davidson. The tariff was effective, and by 1987, Harley-Davidson was once again profitable. Harley-Davidson continues to thrive because of its strong customer loyalty and large following. Motorcycles are a special breed of machine, and taking only one ride on one, with the wind rushing through your hair as the rumble of the engine promise an exhilarating freedom and escape from the humdrum, is enough to explain why. A motorcycle is not about transportation. Four wheels can handle that. It's about the ride. It's about soaring across the open road with nothing but miles of pavement ahead and behind. It's about the fresh air and hearing rumbling rising off the engine as two wheels spin your soul forward. Its about the engine's roar challenging the open road and reminding you: it's not about the destination, it's about the thrill of getting there.

UPCOMING ACTIVITIES AND EVENTS

2020 CEDAR RAPIDS REGIONAL CALENDAR

Upcoming Events March 2020

Club meeting–March 5th. “My Collection of Banks” by Lee Votroubek.

Social Night at Zio Johnno’s at 6:00 PM on March 9th at 3120 Edgewood Rd.

Ladies Luncheon–March 17th at Chrome Horse at 1201 3rd St SE at 11:30 AM. Visit African American Museum.

Board meeting–March 17th at 16th Ave Grill at 6:30 PM.

Upcoming Events April 2020

Club meeting–April 2nd. **Annual Auction with Carl Ohrt as Auctioneer.** Bring anything in good condition to sell. Also selling baked goods.

Social Night at Leonardo’s on April 6th at 6:00 PM. Located at 2228 16th Ave SW.

Garage Tour on April 11th starting at 9 AM by John Williams and Lee Votroubek.

Ladies Luncheon–April 21st at 11:30 AM at Kava House in Swisher. Shop boutiques.

Board meeting–April 21st at 6:30 PM at Scott’s Restaurant.

Garage Tour–April 18, 2020, Meet @ 9:00 AM at HyVee on Wilson Avenue.

Contact: John Williams: 319-573-8629 (cell). Itinerary will be announced at the next meeting

Twin Rivers Tour: June 13-16

Upcoming Events May 2020

AACA club meeting program on May 7th. “Quilts” by Joan Auterman and Marlene Meeker.

Mother’s Day May 10th. Breakfast 9 AM

Social Night at Culver’s in Hiawatha on May 11th at 6:00 PM.

Ladies Luncheon–May 19th at Kalona. Location TBD.

Board meeting–May 19th at 16th Ave Grill at 6:30 PM.

Upcoming Events June 2020

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

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

Ladies Luncheon at Okoboji Grill in Independence on June 23rd.

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

Father’s Day–June 21st. Deb’s Ice Cream in Ely 2 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 7/4

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

Ladies Luncheon in Amana on July 21st. Location TBD.

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 at Culver’s in Marion on August 10th at 6:00 PM

Ladies Luncheon in Manchester at Betty’s Bread Basket on August 18th. Meet at Sylvia’s house at 10:45

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

Lawn Party at Barb Miller’s. Date TBD

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 Human Society.

Social Night at Kava House in Swisher on September 8th at 6:00 PM.

Ladies Luncheon on September 15th at 11:30 AM at Midtown Station located at 715 2nd Ave SE with shopping/tour at Restore at 350 6th Ave SE.

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

Upcoming Events for October 2020

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

October 5th Social night 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 Cedar Ridge Winery in Swisher.

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

Upcoming Events November 2020

AACA Club meeting on November 5th. Program TBD.

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

Ladies Luncheon on November 17th. Location TBD.

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

Upcoming Events December 2020

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

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

Treats Schedule for 2020

March 5th-Jeff Fossum

April 2nd-Dean & Joann Kiefer

May 7th- Lee/Shirley Millard, Marge/Frank Reynolds

June 4th- Steve & Ann Brown

July 2nd-Barb Waterhouse-Miller

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

September 3rd- Dan & Judy, Neil & Karen

October 5th- TBD

November 5th-TBD

December 3rd-Christmas Party

New Section Coming to the Moto Meter

As tour season is quickly approaching the Touring Adventure will once again start up to let you know when tours are on the horizon and a summary of the past tour that was just completed. This section will include all of the information you will need such as Tour Leader Contacts, Hotels, Activities, Dates, Time and Departure location. Look for the Touring Adventure section in the April Moto Meter. Till then you can start dreaming about good food, good company and the smell of vintage automobile fumes!

dav

CRRAACA 2020 SPRING BANQUET

The Cedar Rapids Region AACA Banquet will be April 18, 2020 at the Long Branch Restaurant on 90 Twixt Town Rd. NE, Cedar Rapids, IA 52402, Cedar Rapids IA.

**Menu Cost: 6 oz. Bourbon Glazed Chicken: \$17.00, Small 7 oz. Sirloin: \$21.00
Club is picking up the cost to rent the banquet room @ \$207.67 (includes suggested gratuity)**

Social Hour: 5:00 PM – Dinner: 5:30 PM

Registration Deadline is Thursday, April 2, 2020.

This registration and check made out to CRRAACA, MUST be sent to Loren Huffaker at 810 South 6th Ave. Marshalltown, IA. 50158 472-4372 by the deadline of Thursday April 2.

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CRRAACA 2020 SPRING BANQUET

Registration Deadline is Thursday, April 2, 2020.

Name of those attending: _____

Number of club members: _____ X 7 oz. Steak \$21.00 = \$ _____

Number of club members: _____ X Bourbon Glazed. Chicken \$17.00 = \$ _____

Telephone Number _____ Amount enclosed: \$ _____

This registration and check made out to CRRAACA, MUST be sent to Loren Huffaker at 810 South 6th Ave., Marshalltown, IA. 50158 472-4372 by the deadline of Thursday April 2, 2020.

Classifieds

We Appreciate YOUR BUSINESS



GARY W. WENDEL SR.
PRESIDENT

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



DEREK COLLINS
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1201 3rd Street, SE, Cedar Rapids, Iowa 52401
Hours: M-Sat 7a.m. to 2a.m. | Sun 8a.m. to 10p.m.



5 Convenient Locations
319-892-7300 LinnAreaCU.org



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