



# 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 EVERYONE



May 2019



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## TRIVIA QUESTION

What was the last American car to rely on a flathead engine, and in what final year?

## JON'S CORNER

1. What car of the 50's featured a step-down floor?
2. What did Charles Goodyear invent in 1839?
3. What car company produced the Henry J?

(Answers on page 15)

It was in the early 1990's that Harry Hawley and Frank Machek came upon the 1948 Willy's CJ-2A on the property of Ray Vondracheck. It was a disaster, a basket case. But Frank wanted it for a project for him and Harry to complete. When Frank said "only half" Harry was in. So for \$450 each they bought the Willy's and trailered it home. The only good parts on the Willy's were the front fenders, hood, tailgate, seats, and half of the windshield. They replaced the frame and the body, had the seats recovered, overhauled the motor, and replaced the valves. Now it's probably worth between \$5000 to \$6000 or more. Harry and Frank entered the Willy's in the AACA National and got 3<sup>rd</sup> place in its division. They had a lot of fun it it and the Willy's was Frank's favorite car.

Now a little about the history of the Willy's Jeep as written in the Silodrome Gasoline Culture. The legendary G.I. workhorse of World War II was converted by Willys-Overland into a CJ with the aim of putting farm workhorses out to pasture. According to Willys-Overland, there were 5.5 million farmers in the U.S., and of these, more than 4 million had neither a truck nor a tractor. The rugged and versatile CJ-2A was marketed by Willys-Overland as "The All-Around Farm Work-Horse".

(Continued on page 13)

## PRESIDENT'S RAMBLING

Mother's Day is approaching, and now is a great time to reflect on the contributions of women to the car world. Since the automobile became a mainstream method of transportation, women have been a force both behind the wheel and under the hood. Here are just a few of the women who have invented, raced, and otherwise worked to break the gender gap and become part of automobile history as told by Drew Yagodnik, Vice President of Classic Automobile Insurance Agency, Inc.

- Anne French – First woman to earn driver's license in 1900.
- Mary Anderson – First to invent the first windshield wiper in 1902.
- Emily Canham – First to invent "dipped headlights" in 1908 to reduce glare of oncoming car lights.
- Alice Huyler Ramsey – President of the first "Women's Motoring Club" in the US. First woman in history to cross the US in a car by herself in 1909.
- Florence Lawrence – First to invent the first turn signal which attached to the car's rear fender. Later developed a brake signal.
- Helen Blair Bartlett – First to invent new insulations for spark plugs.
- Wilma Russey – First woman to work as a taxi driver in New York (also an expert garage mechanic).
- Helene Rother – First woman to work as an automotive designer.
- Janet Guthrie – First woman to start in the Indianapolis 500.
- Shirley Muldowney – first woman drag racer to exceed 250 mph. Became first woman to win the Winston World Championship in 1977.
- Tammy Allen – Well-known female car collector who opened a museum of her collection in 2011 with over 80 of her vehicles on display.

Take your mother or wife on a ride in your antique automobile this Mother's Day through the country on a long winding road. Tell her how much you love and appreciate her and then turn to your mother or wife and tell her you like her too!

Your President,  
Jane Hawley

## John Tedesco

I met John for the first time at a tech session in 2010 at Dave Meyer's shop. The session was about the differential disassembly and reassembly on a Model A. As he explained the different components and the order they were assembled and their purpose, it



came to me that I was in the presence of what some would call a "shade tree mechanic" who had the God given instinct of knowing how mechanical machinery worked. I remember after the differential case was buttoned up he had

us turn the axle by hand. We all agreed if seemed to turn freely and was okay. John then informed us that there was still to much play and we needed to add another washer to take the slack out. This was done and again we all turned the axle by hand and I couldn't tell any difference, but John did and it was just right. He loved to educate those of us who showed an interest in learning, no matter how long it took. I don't know how many generator/starters that John repaired but I know it was a lot. John was a good man who was willing to go out of his way to help anybody with a problem. I considered it an honor and a privilege to be able to say that I had the chance to know John who became a good friend. I think I am safe to say that both the CRRAACA and HAWK A clubs will miss his technical expertise on our vintage motor cars, but most of all we will miss a dear and close friend whose voice is no more.

Thanks John for just being you!  
dav



Ladies Luncheon at Kirkwood Hotel Class Act. They took a tour at the Animal Control Facility.



# HISTORICAL VEHICLE

## Hupmobile Century Phaeton



### 1931 Hupmobile Century Phaeton

The 4-cylinder Hupmobile was one of America's most popular automobiles in the 1910's and early 1920's. However, a strategy to make the Hupmobile a larger, more expensive car began with the 1925 introduction of an 8-cylinder model, followed by the elimination of the 4-cylinder Hupmobile after 1925 and the addition of a 6-cylinder model.

The move was initially successful, but eventually led to Hupp's downfall. While aiming for a more lucrative market segment, Hupp turned its back on its established clientele. This was the same mistake that many other medium-priced car makers made during this time. In an attempt to capture every possible sale, they offered many different models. With Hupmobile's low production volume, the result was that no model could be produced in sufficient quantity to achieve economy of scale. This 1931 Hupmobile Century Phaeton is a prime example of these larger and more expensive Hupmobiles.

*By Chuck Ford, Venice Florida "The Manual"*



<b>Engine</b>	
Configuration	I-8
Location	Front
Displacement	240 Cu In
Bore	2.875 In
Stroke	4.625 In
Valvetrain	16 Valves / SV
Carburetor	Single Downdraft
Cooling	Liquid
Power	90 HP
Compression	5.2 / 1
Torque	? Ft Lbs
<b>Drivetrain</b>	
Transmission	3 Speed Manual
Drive	Rear Wheel
<b>Dimensions</b>	
Wheelbase	118 In
Front Track	58 In
Rear Track	61 In
Length	? In
Width	? In
Height	? In
Weight	3150 Lbs
<b>Wheels &amp; Tires</b>	
Wheels	19 In
Tires	5.5 x 19

# REGION NEWS & INFORMATION

## April 4, 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** Troy Rolfs, a visitor. New member that joined the club was Steve Brown and Jackie Oliver whose husband joined last meeting.

**Birthdays** were Judy Ortz, Larry Yoder, Joan Kiefer and Loren Huffaker.

**Deaths** John Tedesco a member of the Cedar Rapids Model A club passed away on Tuesday.

The minutes of the March meeting were read by the secretary. Barbara Waterhouse Miller made a motion to approve the minutes and seconded by Dan Ortz, motion carried.

The Treasurer read the report from March. Carl Ohrt made a motion to approve the Treasurer report. Seconded by Loren Huffaker. Motion carried

### Committee Reports

**Banquets-** Larry Yoder/Neil Rohlena Banquet Chairmen said 21 people were signed up at this time. More attendees were coming. It will be at the Ramada Inn in Cedar Rapids on April 20. Deadline for reservations are April 12.

**Tour/Activity-**Jane Hawley Ladies luncheon will be on the third Tuesday of each month. This month the luncheon is at 11:30 am at Bourbon Creek Smokehouse . Tour of Art Museum to follow. The cost is \$8. Men are welcome.

**Flower/Memorial Flowers** Joann Kiefer -None

**Webmaster Chairmen** Sylvia Copley and Jane Hawley -None

**Membership Chairmen** Dan Ortz -None

**Moto Meter Editor** Dave Juby and Brenda Juby-None

**Swap Meet Chairmen** Lee Votrobeck said he will meet with Hawkeye Downs in two weeks.

**Calling Tree Chairmen** Judy Ortz- None

**Marketing Chairmen** Jane Hawley said all the magazines will be donated to the doctor's office.

Board Meetings will alternate between Scott's and 16<sup>th</sup> Avenue Grill. Next Meeting will be at the 16<sup>th</sup> Avenue Grill on April 16 at 6:00 pm.

Tours in May will be to Dixon, Illinois May 8-9 meet at the Marion Walmart at 7:45, a Factory tour on May 15 sign up at the May meeting and a garage tour . The Garage tour will meet at Casey's on MT. Vernon Road at 9:00 am.

Buy Sell and Trade was conducted by Calvin Reiling. Treats provided by Harry and Jane Hawley and Daryl and Sylvia Copley.

Motion to adjourn was made by Harry Hawley and seconded by Brenda Juby

Annual auction followed.

Secretary, Jeri Stout

# ACTIVITIES AND EVENTS

## 2019 REGION CALENDAR

Social Night	Club Meeting/Topics	Board Meetings
<p>May 6- Culvers Marion</p> <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 16<sup>th</sup> Ave.</p> <p>Social Hr. Will start at 6:00 PM</p>	<p>May 2-Getting Ready for Tour Season by Clyde Melvin</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>May 21 - 16<sup>th</sup> Ave. Grill</p> <p>June 18 - Scott's</p> <p>July 16 - 16<sup>th</sup> Ave. Grill</p> <p>August 20 - Scott's</p> <p>September 17 - 16<sup>th</sup> Ave. Grill</p> <p>October 15 - Scott's</p> <p>November 19 - 16<sup>th</sup> Ave. Grill</p> <p>December 17 - Scott's</p> <p>Meetings will start at 6:00 PM</p>
<p><b>Special Events</b></p> <p><b>May 19, 2019</b> Cruising for Camp Courageous 10:00-4:00 PM</p> <p><b>May 21, 2019</b> Ladies Luncheon Start Time: 11:30 AM Farmers Daughter Miller Road</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><b>AACA National Fall Meet</b> Hershey, PA. October 9-12</p>	<p><b>Car Tours</b></p> <p><b>May 8-9, 2019</b> 2 day, Dixon, Ill.</p> <p><b>May 18, 2019</b> Garage Tour - Time: 9:00 A.M. Meet @ Casey's -Hwy 13 &amp; Mt. Vernon</p> <p><b>June 5, 2019</b> 1 day: Vinton/Newhall</p> <p><b>June 29-30-</b> 2 day: Maquoketa</p> <p><b>July 22-27, 2019</b> Twin River Tour: Elkader Area</p> <p>May 15,2019 Factory Tour</p> <p>August 8, 2019 1 day - Edgewood</p>	<p><b>Treats Schedule</b></p> <p>May 2019: David &amp; Brenda Juby</p> <p>June 2019: TBD</p> <p>July 2019: Dean &amp; Joan Kiefer</p> <p>August 2019: TBD</p> <p>Sept. 2019: Dan/Judy Ortz /Neil/Karen</p> <p>Oct 2019: John &amp; Barb Maxwell / Ken and Judy Robertson</p> <p>Nov. 2019 TBD</p> <p>Dec 2019: Pete &amp; Pat Bischoff</p>

# Planting the Seeds of Appreciation of Old Cars in Our Younger Generation

By Raymond McFarland

Sitting in my chair on February 20<sup>th</sup>, looking at the snow coming down, reading Hemming's Classic Cars, the article said that "we're in the hobby because we love old cars." I have enjoyed old cars since I was 11 years old and was working on cars for friends from then on. I bought my first car, which was my first mode of transportation when I was 16 years old. It was 34 years old when I bought it. I fixed it up and made sure that it was road worthy and would pass Pennsylvania state inspection. After 56 years of ownership I find my biggest joy now is sharing my love of old cars with my grandchildren.



Just last week, my youngest grandson, Jackson, now 11 years old, said "Pop Pop, let's get the Model A out and go for a ride." After backing it out and turning it around in the driveway, I got out of the car and proceeded to have him slide into the driver seat and explained all about the break, clutch and gear shift. I proceeded to have him put it in first gear and ease the clutch out, which he did. He then drove down the driveway and stopped to get ready to make a right turn onto our road. I had him check his mirrors and also check for any other cars coming down the road.

(Just to ease your mind, we live in a very rural farming area with very few cars driving down our rural road.) Jack proceeded down the road shifting from 1st to 2nd to 3rd. I told him to get ready to stop down the road at a mailbox. This was repeated for 2 ½ miles down our road, turning around at the end of the road. Then we proceeded again stopping again at every other mailbox. Stopping and shifting and getting more coordinated. I explained to him not to look at his hands or his feet or the gear shift lever, but to keep his eyes on the road. He was all smiles.

I had him stop and turn into our driveway where his dad proceeded to take his picture. Jack turned off the ignition and set the hand break and stepped out of the car and said (while grinning like a mule eating briars) "I'm only 11 years old and I was driving Dad!"



As I sit here thinking back, I basically did the same thing with my 3 sons who all drove the same car at around the same age. But none showed the same proficiency as Jack. He really had the knack down quickly. I also have had my granddaughter Emily at 12 years old (now 20), driving the same car.

Sitting here reflecting back to our latest acquisition, a 1939 Buick Convertible, our two oldest granddaughters, Emily & Abby, came back after a ride in that convertible, saying "Pop Pop, we love this car and want you to will this car to us." What better way to instill the love of old cars in the younger generation.

Old cars with no specific need for a radio or any other modern amenities to distract you, just the sound of the car and the wind. And enjoying something that is still special as they get older.

Used by permission, Brenda Juby, editor of the CRRAACA Moto Meter Newsletter.

# TOUR CORNER-UP COMING EVENTS



There is nothing like a little weather to add adventure to a CRRAACA tour.

It is time to bring your motor cars out of hibernation and brush them off. Let's go and have some fun!

## Dixon IL. May 8-9, 2019

May 8<sup>th</sup>, Wednesday  
Meet at Marion Wal-Mart at 7:45 A.M.

\*\*All motel rooms are reserved under CRRAACA and Calvin Reiling. You are responsible for making your own reservations. The rooms are available now through April 24<sup>th</sup>. May 8<sup>th</sup> Quality Inn, Dixon, IL. \$79.04 plus tax, Phone No. 815-284.0500.

### Sites of Interest

1. Barnacopia-Unique barn, car & tractor collections with catered meal
2. John Deere Historical Site, Grand Detour, IL.
- 3.. Roadside stop along scenic Rock River
4. Angelo's Pizza & Italian Restaurant or choice of eateries
5. Ronald Reagan Boyhood Home & Statue
6. Dixon Historic Center; Veteran's Memorial Park, Lincoln Monument
7. Downtown Dixon riverfront for lunch & shopping

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## 2019 Dixon, IL Tour Registration

Registration deadline is May 2<sup>nd</sup>

Names of those touring: \_\_\_\_\_

Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Cell: \_\_\_\_\_

Make of Car: \_\_\_\_\_

Wednesday, May 8<sup>th</sup> Barnacopia \$10.00 X \_\_\_\_\_ = \_\_\_\_\_

Wednesday, May 8<sup>th</sup> catered meal (Lessman's) \$12.00 X \_\_\_\_\_ = \_\_\_\_\_

Thursday, May 9<sup>th</sup> Ronald Reagan Boyhood Home \$8.00 X \_\_\_\_\_ = \_\_\_\_\_

**This registration and check made out to CRRAACA and sent to Calvin Reiling 1011 Windy Ridge Road, Lisbon, IA 52253 by no later than May 2<sup>nd</sup>.**



## Cedar Rapids City Tour

Wednesday May 15, 2019

**We will tour:**

**Lebeda Mattress Factory MUST WEAR SHOES THAT COVER THE TOES!!!**

**Cedar Rapids Landfill Recycling Center**

**Lunch**

**UTC Collins Aerospace Museum**

**Plus one more to be announced!**

**The tour will start at 8:00 AM at the Lebeda Mattress Factory at 3675 Industrial Ave, Marion.**

**The cost is \$10.00 per person for lunch TO BE PAID TO THE TREASURER AT SIGNUP!**

**The deadline is the May Meeting (MAY 2<sup>nd</sup>)**

## Maquoketa Tour

Date June 29-30, 2019

**Host Hotel: Decker Hotel**

128 N. Main St

Maquoketa, IA

Phone: 563-652-1875 Ask for Beth and tell them you're with AACA

**Room Rates:**

Classic Full \$99 (4)

Classic Queen \$109 (5)

Queen Jetted Tub \$109 (1)

King Whirlpool \$129 (1)

Suite 200: View of historic Main Street. Two room suite with a king bed separated from the two twin beds by two 9ft. doors. \$169

Queen Whirlpool Suite 328: \$169 Queen four poster bed and another full size bed.

The hotel has an elevator and each room included a flat screen tv, luxury linens, private bath, and complimentary parking. None of prices include tax.

Located in the heart of downtown since 1875, this charming hotel offers 17 rooms and specialty suites. Mr. James Decker came into ownership of a plot of land in Iowa Territory in a town called Maquoketa. He enlisted a New York architect to make his vision of a truly great hotel come to life. As Decker predicted, the hotel became a retreat of hospitality and craftsmanship and enjoyed thriving business from salesmen, fur traders, touring politicians and occasional dignitaries. Among some of its well-known guests were Ulysses S. Grant, John Deer, and now the CR Antique Automobile Club.

**Be sure to make reservations prior to May 27th. You can check them out at [deckerhotel.com](http://deckerhotel.com).**

**They are giving us a special price for the Sunday Brunch at \$9.95. We also will be having our evening meal here.** If you have any questions please call Jane Hawley @ 319-360-5599



# TWIN RIVERS TOUR

July 22-27, 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

They would only let us have 10 rooms blocked in and when they are booked they will give us 10 more. So please book a room early.

## Itinerary:

**Monday:** Antique Cars, Old Gas Station, Consignment Store, Battery Factory.

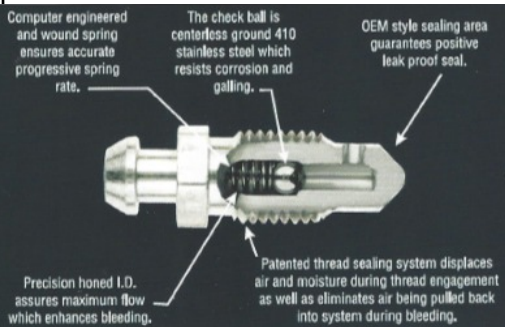
**Tuesday:** C.J. Moyna Construction Solutions Factory and old equipment. Turkey River Mall, Four Floors of Antiques. Saint Olaf for lunch, Car Collection

**Wednesday:** Forest Hill Farm, Trout Hatchery, Hydroponic Tomato Grower, Montaukl Historical Site, 11<sup>th</sup> Governor of Iowa Banquet.

**Thursday:** Fontana Park, Aura Cacia-Auroma Therapy, Click Stop

## The Shade Tree Mechanic - Brake Fluid Speed Bleeders

Bleeding brakes is probably not on your list of favorite things to do. It's not a difficult task but it does require assistance whether it be your spouse, child, friend or whomever you can find when you're ready to do the job. It's extremely difficult to press and hold a brake pedal while opening a bleeder screw all by yourself.



Speed bleeders are a nifty idea someone came up with that allows you to bleed the brakes all by yourself. No need to ask, beg or coerce a helper when you're ready to do the job. They are also simple and inexpensive, something we all can appreciate.

Speed bleeders replace the conventional bleeder screws on your wheel cylinders or calipers and features a one-way check valve. When the bleed screw is tight or seated, brake fluid is sealed and we can apply the brakes. When the speed bleeder is opened and the brake pedal is pushed down, fluid will flow past the one way check valve inside the speed bleeder and be purged as it is in a traditional

brake bleeding. The unique feature of a speed bleeder is that as soon as brake pedal pressure is released the internal check valve will seat preventing air from returning into the wheel cylinder through the bleeder screw.

The internal check valve of the speed bleeder eliminates the need to pump the pedal, open a bleeder screw, expel fluid, close the bleeder screw and release the brake pedal. It's as simple as opening a bleeder screw, slowly applying the brake pedal a few times and then closing the bleeder screw. The process is so quick that you might need to remind yourself to keep the master cylinder full. It would be very easy to pump air into the brake lines and creating the need for additional bleeding by running the master cylinder dry.

By Mike Johnston (VMCCA)

# The EMF Company

## February 1911

Flanders was handsomely rewarded, a million dollars worth for his stock, and he agreed to continue for a term of three years as general manager of Studebaker Corporation which would be formally organized on Valentine's Day, 1911, combining E-M-F and the Studebaker Brothers Manufacturing Company. His salary was \$30,000 a year plus 1% on all the earnings.

For his holdings LeRoy Pelletier received \$175,000, in addition to a contract to continue as Studebaker advertising manager at a princely salary of \$20,000 a year. James Heaslet formally resigned as E-M-F engineer but was immediately picked up by Studebaker and was soon that company's vice-president of engineering. He and the Studebaker staff refined the cars- beefing up the rear axle still further; this was admittedly the car's weakest point, though it was no more serious a failing than most of its contemporaries suffered in other areas of design- and they were marketed under the E-M-F or Flanders names for 1912, though the type size of the Studebaker logo was now bigger than ever. In 1913 the EMF marque disappeared and they all became Studebakers. The productions figures for 1912 showed that the EMF brand was a strong contender in the moto car world.

In 1912, the top five automobile manufactures and their production figures were:	
1. Ford	170,211
2. Willys-Overland	28,572
3. Studebaker-E.M.F	28,032
4. Buick	19,812
5. Cadillac	12,708

## Endings

### Barney Everitt (E)

On October 5th, 1940, in Harper Hospital in Detroit, with his wife, his brother and sister at his bedside, Barney Everitt died at age sixty-seven. He had been in failing health for more than a year.

### Williams E. Metzger (M)

On April 11th, 1933, William E. Metzger died, age sixty-four, at his home in Detroit. It was a blessing, the press said, he had been incapacitated for four years, "critically ill for the past year, and in recent months had suffered a weakening of the mind." A heart attack released him. His wife had died in 1907, his daughter survived him.

### Walter Flanders (F)

On June 16th, 1923, at age fifty-two, Walter Flanders died from injuries suffered in an automobile crash three weeks earlier. The impact of his death on the ultimate fate of the Rickenbacker, although unmeasurable, was very real. Obituary writers for the Detroit newspapers noted his having been married three times. Two further marriages had slipped by them. A month later three of his ex-wives - his second wife had died - contested his will, alleging they had been disinherited from the \$1.5 million estate because of pressures brought to bear on Flanders by wife number five. Four of his five children - one from his second marriage, three from his fourth- had also been cut out of the will, and they joined in the suit. It was an unseemly business, ultimately settled privately.

### LeRoy Pelletier

On September 5th, 1938, heart disease claimed LeRoy Pelletier at the age of seventy. For years, in memory of his friend Elbert Hubbard who liked them, he had worn only Windsor ties, though he had to go to children's departments to buy them. He had asked his wife to bring one along when he checked into Henry Ford Hospital in Detroit. Two sons, a daughter, a brother and eight grandchildren also survived him.

*Sources: The American Car since 1775, Cycle and Automobile Trade Journal - March 1909, Cycle and Automobile Trade Journal - April 1909, Cycle and Automobile Trade Journal - December 1909, Cycle and Automobile Trade Journal - March 1910, Cycle and Automobile Trade Journal - September 1910, 1912 E-M-F Preliminary catalogue - The E-M-F Corporation, 1912., Horseless Carriage Gazette - Volume 49 No. 6, November - December 1987 page 45 - 47. Article on the E-M-F By William Cuthbert., Motor Age - December 31, 1908, Motor Age - January 5, 1911, Studebaker: The Life and Death of an American Corporation. By Donald T. Critchlow. Published 1996 by Indiana University Press, Bloomington, IN. ISBN 0-253-33065-3*

## Oldsmobile in the 1950's

Oldsmobile became more than the just middle rung on GM's ladder in the late 1940's with the introduction of their overhead-valve 'V-8. Their new image was as GM's performance division. By 1957 they were selling cars with the J-2 option of three two-barred carburetors and making a rated 300 horsepower. Olds reached its sales peak in the late 1970's with their number one selling Cutlass models. Sadly, from there it was all down hill and the marque was discontinued in April, 2004. Can you guess the car models? *(Answers on page 15)*



1



2



3



4



5



6



7

## BELLE'S CORNER

Last month Amanda had arrived in Austin and decided to press on after buying some gasoline and oil. The adventure continues-lets read on.

I made Eureka, the next stop, at about midnight, (Just a reminder-she was driving in mountain terrain on a dirt road using acetylene lights) arriving with a suddenness that was surprising. The town lies deep down in a pocket of the mountains, and the descent into it is so steep that I didn't see it until I was already in its midst. It felt as though I had dropped off a mountain into town. When I arrived the whole town was asleep except for a few men who were playing cards in the lobby of the hotel/saloon. I went to my room and slept soundly until the next morning.

After Eureka, my next stop was Ely, where I was greeted by Mr. Hoag, the Lincoln highway consul, who was upgrading the road bed to be in better condition. I left Ely after eating lunch heading for the Great Salt Lake dessert. Seventy miles took me to Tippet's ranch, where I stopped for gasoline, at 55 cents a gallon. I proceeded on and before nightfall I made it to Ibapah, and decided to call it a day's work, as I was still pretty tuckered out from the previous day of driving.

The next day I was on the road again bright and early, and stopped at Thomas' cabin for lunch and gasoline. The lunch cost me 50 cents but the gasoline was 60 cents per gallon (remember this is 1917).

From this point the Lincoln highway skirts around a desert, and the roads are very dusty. I got off on the wrong trail at one time and had to cut across an immense valley with nothing but a tiny ribbon of road on a mountain side in the far distance to aim for, in order to get back again. If I hadn't had confidence in my car I would have become very nervous on this occasion.

However, I made Salt Lake City that afternoon, and there still being some daylight left, determined to try for Evanston, Wyoming, in the Rocky Mountains that night.

Here again I was forced to do some rather reckless driving, the road being steep and winding, with mountainous gulfs and chasms on all sides, made especially dangerous by the fact that darkness would soon fall. I made Evanston at 11 o'clock that night.

Due to my late arrival, no hotels had rooms. A sheep rancher offered me a room in his barn and I slept in my car serenaded by a bunch of cattle and sheep men who stood guard all night over my car.

The next day I plunged into the heart of the Rocky Mountains—and then it rained. All day I fought not only the grades which were rough and slick but the rain as well. It was drive, slip, slide, bounce, twist, turn, and bump. I look back on it now and wonder how the car held together.

Finally, after an all-day battle, and pretty well discouraged, as I was losing time, I arrived in Rawlins, Wyoming, where I went to bed as quickly as possible, to get a much needed rest.

The next day was horrible. It was raining again, and the roads were as slippery as grease. I passed over an abandoned railroad grade out of which the ties had been lifted, leaving the road like a section of washboard. The result was that my car did a series of acrobatics which made my teeth chatter. I only made Cheyenne.

One cheering thing marked my arrival in Cheyenne. This was that I found an Oldsmobile service station in which I could have my brake mechanism repaired.

Coming into Cheyenne, I had made some rapid mental calculations. According to my diary, I was averaging less than 250 miles a day, when I had originally figured on doing more than 300.

Something had to be done!!!!

*(Continued next month)*



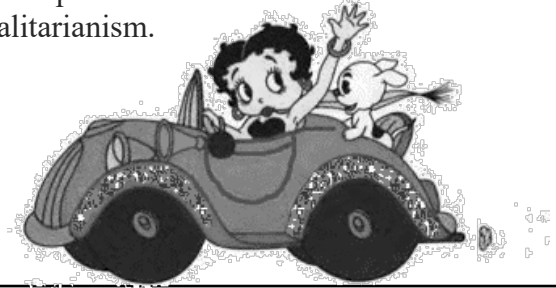
(Continued from page 1)

It could do the job of two heavy draft horses, operating at a speed of four miles per hour, 10 hours a day, without overheating the engine. The CJ-2A "Universal" was to serve agriculture and industry all over the world in a thousand different ways.

The first civilian Jeep vehicle, the CJ-2A, was produced in 1945. It came with a tailgate, side-mounted spare tire, larger headlights, an external fuel cap and many more items that its military predecessors did not include. The CJ-2A was produced for four years, and in 1948 the CJ-3A was introduced. It was very similar to the previous model but featured a one-piece windscreen, and retained the original L-head four-cylinder engine. Moving in civilian life the Jeep proved to be the next generation vehicle after the Ford Model T. Here was a vehicle that could go most places, that was reasonably economical to buy and to run, and that was able to be maintained and repaired by its owner. The Jeep

was a great vehicle for the post World War 2 era, a practical vehicle for practical people.

Despite the fact that the world has moved on the Willys Jeep has successfully carved out for itself a place in history. It has saved lives, saved farms, and helped save the free world from totalitarianism.



### JON'S CORNER

1. The Hudson featured the step-down floor.
2. Charles Goodyear invented vulcanized rubber.
3. The Kaiser Corporation produced the Henry J.

## LEGAL DISCLAIMER

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## LOCAL AUCTION

The following is information with regard to the Harold Wintz auction on May 4, 2019.

Auction for Harold Wintz Estate

Saturday May 4th 2019

Clarion, IA

Time: 10:00 AM

Location: Just north of 1501 Central Ave. E.

On line bidding on cars, trailer, and camper.

Preview Day: May 3rd 4 to 7 P.M.

Cars listed: 1914 Chandler touring restored with title, 1914 Chandler touring partially restored no title, but bill of sale, 1919 Ford model T Station Wagon restored, 1923 Ford Model T Station Wagon restored, 1969 Plymouth Road Runner Convertible, 1959 Dodge Coronet, 1952 Plymouth Cranbrook, 1950 Desoto 4 door, 1964 Plymouth Fury, 1974 Dodge D200 Adventurer, 2001 Dodge Dakota 1/2 ton Quad Cab, 1991 Shadow Cruiser 8.5' Pickup Camper, 1991 Jensen enclosed 20' car trailer dual axles, 1994 Dodge Ram 2500. Numerous auto body shop items and tools. Model T Ford parts. Large auto literature collection.

Hallberg Auction Auctioneer: Jason Hallberg

Tel. 800-373-2255

[www.hallbergauction.com](http://www.hallbergauction.com)

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### Cruisin' for Camp Courageous

Date: May 19, 2019 from 10 am-4 pm  
Time: Meet at Marion Hyvee at 9 am  
(Tour as a group)  
Location: 12007 190<sup>th</sup> St, Monticello, IA  
Cost: \$5 Adults/Parking is free



Ladies Luncheon at Burbon Creek Smokehouse. Attendees were as follows: Left side of table, Marlene Meeker, Judy Robertson, Sylvia Copler, Shreen Melvin, Sue Melvin, Dan & Judy Ortz, (Right side) Karen &

Neil Rohlena, Dean & Joann Kiefer, Gerolee Stout, Harry Hawley, Photographer: Jane Hawley. Checkout the clubs Facebook and website for more pictures.

## TRIVIA ANSWER

*The AMC Rambler American was the last American car to rely on a flathead engine, in 1965. The 195cid, fuel-tipper six dated back to 1940, and was originally designed by Nash.*

### JON'S CORNER ANSWERS

1. The Hudson featured the step-down floor.
2. Charles Goodyear invented vulcanized rubber.
3. The Kaiser Corporation produced the Henry J.

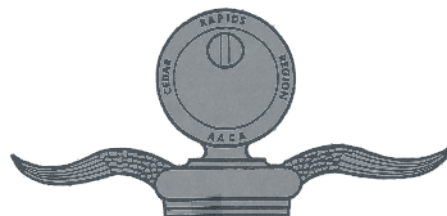
### OLDSMOBILE

1. 1950 Oldsmobile Futureamic 88 Convertible
2. 1956 Oldsmobile 98 Holiday Four Door Hardtop
3. 1954 Oldsmobile F-88 Concept Car
4. 1958 Oldsmobile Super 88 Fiesta wagon
5. 1955 Oldsmobile 98 Starfire Convertible
6. 1957 Oldsmobile 88 Two Door Hardtop
7. 1959 Oldsmobile 88 Convertible

The Moto Meter  
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Brenda Juby  
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**1953 Ford F-100 Pickup**



**May 2019-Moto Meter**



# Baraboo Circus Tour

June 17-20, 2019

## June 17, 2019, Monday

Meet at BP Gas Station on County Home Road at 7:30 A.M. Departure will be @8:00 A.M. Sharp. Don't be late!

## Sparta, WI.

\*\*All motel rooms are reserved under Hawk Model A. You are responsible for making your own reservations.

The rooms are available now through May 17th. Best Western, Sparta WI. \$99.00 plus tax, Phone No. 608-269-2664.

### Sites of Interest

1. Deke Slayton Space and Bicycle Museum
2. County Museum (Same location)
3. Photo OP at park with the cars.
4. Breakfast at Hotel, Lunch at Culveres
5. Option: if time: Wegneer Grotto County Park

## Baraboo, WI.

June 18, 2019,

The rooms are available now through May 18th. Best Western, Baraboo WI. \$116.99 plus tax, Phone # 608-356-1100

### Sites of Interest

1. Clown Museum, and downtown shopping

June 19, 2019

### Sites of Interest

1. Circus World

June 20, 2019 - Dubuque, Iowa

Ice Cream - U Scream

..... CUT HERE .....

## 2019 Sparta/Baraboo Tour Registration

Registration deadline is June 1, 2019

Names of those touring: \_\_\_\_\_

Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Cell: \_\_\_\_\_

Make of Car: \_\_\_\_\_

**Registration Fee:** \$10.00

\_\_\_\_\_ \$10

**Tuesday, (6/18):** "Deke Sleyton Space & Bicycle Museum" \$5.00 (Sr. \$4.00) X \_\_\_\_\_ = \_\_\_\_\_

Baraboo: OPTION IF TIME - Clown Museum - Museum is free but donations are welcomed

**Wednesday, (6/19):** Circus World \$19.95(Sr. 17.95) X \_\_\_\_\_ = \_\_\_\_\_

**Thursday, (6/20): Dubuque Iowa:** U Scream Ice Cream

Total: \_\_\_\_\_

**Send this registration and check made out to Hawk Model A Club to David Juby @ 614 Eleanor Ct. SE, Cedar Rapids, IA by no later than June 6, 2019. (Phone: 918-231-3635(B) 918-520-6479(D))**