

THE MOTO METER

CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

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LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY

NOVEMBER 2017

Vol. 55-11

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Judy Ortiz

Wishing you a
Happy Thanksgiving!

Brenda and I would like to thank you all
for your prayers and cards this past year.
Your support was truly appreciated.



PRESIDENT RAMBLINGS

The last three weeks of September we drove out to Oroville, CA, to visit family and friends. We hadn't seen our daughter and family for a couple of years. I took a side trip up to see some Studebaker friends and while there I was able to use their hoist to change my oil and rotate the tires. We left to go to Caldwell, ID, to see former daughter-in-law and husband Bill and grand and great-grandkids. Bill and I went yarding (salvage yard) one day. I was able to find three sets of load-leveling compressors and ride-height switches. I have been looking for these for about three years now. What a great find. We went up to Saint Marie, ID, to see two more granddaughters with two more great-grandkids They both work at the wood mill. They line up a tour for us. They make both dimensional lumber and plywood. They run 24/7 361 days a year with 360 employees. We chose to see the plywood operation this trip. They debark the logs then spin them real fast and push them into a long (15 ft.) knife blade to cut the 1/8 inch veneer to make the individual layers for making the plywood. The veneer shoots out of this operation at 800 ft. per minute. It is then dried, trimmed, glued and pressed into plywood. Then final inspected for any open holes (knots) then a machine will router out the bad in a football shape glue and press a wood blank into the hole. I've seen these football shapes in plywood before and now I know how they got there.

Time to go home. We stopped in Montana at a car museum which was next door to the Montana State Prison Museum. This was used until about 1969. Cells were 6 x 8 by 7 feet high and housed usually two but up to five inmates. I was reminded why I didn't get into serious trouble in my youth.

We went through Sturgis to see that without motorcycles. Then on to Mount Rushmore and the Badlands, the Corn Palace in Mitchell, and then home. This was fun, but good to get home.

JON'S CORNER

1. In what year was AACA as a national organization founded?
2. The Jeffrey automobile was rebadged to what brand name?
3. In what year was AACA national judging implemented?



Frank and Marge Reynolds

1963 Ford Fairlane

Marge Reynolds is the proud owner of a 1963 Ford Fairlane that was bought in 1996. Frank sold a car and took the Fairlane in trade. Keeping the car in the family, Marge bought it from him! The two door hardtop has a 221 V8 engine. At the time of purchase, the car was beige and the right front fender had been wrecked, but the car was still drivable.

Marge bought the car thinking she would fix it up and give it to her son, but he wanted a truck. She had the engine rebuilt and then took it to Jerry Sweet. He painted it Ford Red.

After 18 years, Marge decided to have the car restored. She took it to Wade's in Marion and he restored the car. It took 1 1/2 years before she got it back! He did a beautiful job on the car. It is now a gorgeous red burgundy metallic. She then took the car to Tom's Auto Trim where she had new inserts put in the seat upholstery and new carpet. The only non-stock items are the Kreager Mags and dual pipes.

Be watching for Marge and Frank as they drive this beauty around Cedar Rapids and Marion!

History on the Fairlane and Specifications:

The name is derived from Henry Ford's estate, Fair Lane, near Dearborn, Michigan. Prior to 1962, the Fairlane was a full-sized car but became mid-sized from the 1962 model year. This car bridged the gap between the compact Ford Falcon and the full-sized Galaxie. Like the Falcon, the Fairlane had a uni-body frame. The body incorporated an unusual feature dubbed torque boxes. These were four boxed structure in the lower body structure designed to absorb road shock by moving slightly in the vertical plane. Suspension was a short-long arm independent arrangement in front with the Hotchkiss drive in the rear. The standard engine was the 170 CID (2.8 L) six, but an option was the newer lightweight Windsor VI with a displacement of 221 CID (3.6 L) and 145 hp. The 221 V8 was dropped after 1963. Front end styling for the 1963 models was similar to the Galaxie models, while the rear end retained the small tailfins and "pieplate" tail lamp styling cues.

Submitted by: Marge Reynolds

ULTIMATE MYSTERY

A few days ago I was having some work done at my local garage when a blonde came in and asked for a seven-hundred-ten. We all looked at each other and another customer asked, 'What is a seven-hundred-ten?' She replied, 'You know, the little piece in the middle of the engine, I have lost it and need a new one.' She replied that she did not know exactly what it was, but this piece had always been there. The mechanic gave her a piece of paper and a pen and asked her to draw what the piece looked like. She drew a circle and in the middle of it wrote 710.

He then took her over to a car just like hers which had its hood up and asked, 'Is there a 710 on this car?' She pointed and said, 'Of course, it's right there.' The mechanic just shook his head. If you're not sure what a 710 is go to page 11.

Submitted by Frank Reynolds

TRIVIA QUESTION

A four-cylinder, transverse-mounted, front engine is now the globally recognized, industry norm. Which innovative, American car maker was an early proponent of just such a powertrain configuration?



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HISTORICAL VEHICLE



1934 Hispano-Suiza J12 Transformable

The Hispano-Suiza J12 is a luxury automobile that was produced by La HispanoSuiza Fábrica de Automóviles at Paris, France, from 1931 to 1938. It was the largest and most expensive car ever built by Hispano-Suiza.

The J12 was powered by a 60° V12 engine with pushrod operated overhead valves and a seven bearing crankshaft. The engine initially displaced 574 cubic inches with bore and stroke both being 3.9 inches and with a compression ratio of 5.0:1, delivered 220 horsepower at 3000 revolutions per minute. The engine ran silently and there was three speed transmission with synchromesh on the top two gears.

Two cars were fitted with long-stroke engines displacing 690 cubic inches and delivering 250 horsepower, and several J12s were later upgraded to the larger engine. Each engine block was machined from a single 700 pound aluminum billet. Although weighing in at 5,000 to 6,000 pounds, these cars had a top speed of about 120 miles per hour and could climb almost any hill in top gear. About 120 J12's were produced. Hispano-Suiza suspended automobile production in 1938 to concentrate on the manufacture of aircraft engines for World War II. Automobile production did not resume after the war, and Hispano - Suiza continued primarily as an aerospace firm

*The Owners Manual,
Venice Fl.*

10 VINTAGE PICKUPS FOR UNDER \$12,000

(Continued from October Moto Meter)

Ford F-1 and F-100

Long before the F-150, Ford's solid F-1 pickups were built by the hundreds of thousands. So although many were driven hard and put away wet, they're still out there. Starting in 1948, the F-1—a charming blend of prewar and postwar styling—was America's top-selling pickup for three years, before giving way to the company's first thoroughly modern half-ton, the "Economy Line" F-100, in 1953. Nearly everything was new with the F-100, from the stylish cab and hefty fenders, to the longer springs and self-energizing brakes. In 1954, the venerable flathead was replaced with a 239-cid overhead-valve V-8, and there was an optional Ford-O-Matic transmission. Ford soon added a panoramic windshield and for the "Custom Cab," you got a "Big Window" backlight option that fashionably updated the F-100, and helped make it a prime collectable. These trucks sold into the early seventies, and are high on our cheap truck list. There's a big reason why Ford's been the best-selling pickup for decades.



Dodge Job Rated

Spartan, simple, homely and high-riding, the earliest postwar Dodge pickups were close relatives to the military vehicles Dodge supplied during the war. Long before the Ram, Dodge's "Job-Rated" light-duty trucks meant customers could select from a list of over 100 different models on several wheelbase lengths. Pickups came as half-tons, three-quarter-tons and 1-ton sizes; three-speed or a four-speed; normal or heavy-duty springs; and several rear-axle ratios. All Dodge pickups came with the body, lower grille, and hood painted a standard color, but the fenders were black; if you wanted your pickup all one color, it cost extra. If you can find a 1945 model today, you've struck gold.



Continued on page 9

REGION NEWS & INFORMATION

OCTOBER 5, 2017 CEDAR RAPIDS REGION AACCA MEETING

The October meeting was held at the Hiawatha Community Center. President Meeker called the meeting to order at 7:30 pm. and led the Pledge of Allegiance.

There were no guests or visitors

Neil Rohlena and Sylvia Copler had birthdays in October.

October Anniversaries were Pete and Pat Bischoff, Neil and Karen Rohlena and Sylvia and Daryl Copler.

A Moment of Silence for Ray Pizinger and Sharon Jurgens was held.

Barb Ohrt had passed away and a Thank You note from the family was read by the secretary.

A motion to approve the minutes of the September meeting was made by Frank Reynolds and seconded by Pete Bischoff. Motion carried

Treasurer, Sylvia Copler read the Treasurer's Report. A motion was made to approve the Treasurer's report by John Maxwell and seconded by Pete Bischoff. Motion carried.

Judy Ortz brought up about Lee Votroubek plans to meet with the committee heads for the swap meet possibly October 10.

Monday night Cruise Night is at the Dairy Queen in Hiawatha

Treats were furnished by Daryl and Sylvia Copler

Judy Ortz said Karen and Neil Rohlena helped with the September treats although they were not able to attend the meeting.

Neil Rohlena said Fairfax was holding a car show at the ball park in from 10:00 to 4:00 on Saturday. The rain date is next Saturday, October 14th.

Buy Sell and Trade was conducted by Pete Bischoff.

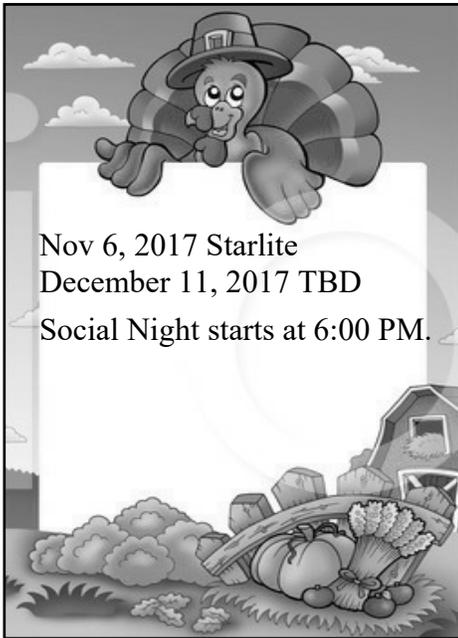
Respectally Submitted

Jeri Stout

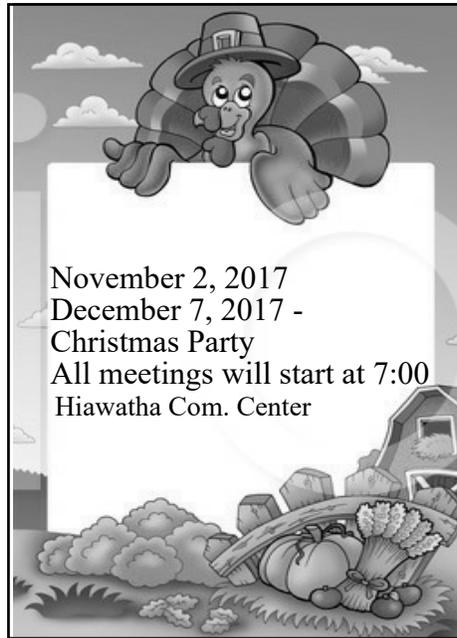
ACTIVITIES AND EVENTS

2017 REGION CALENDAR

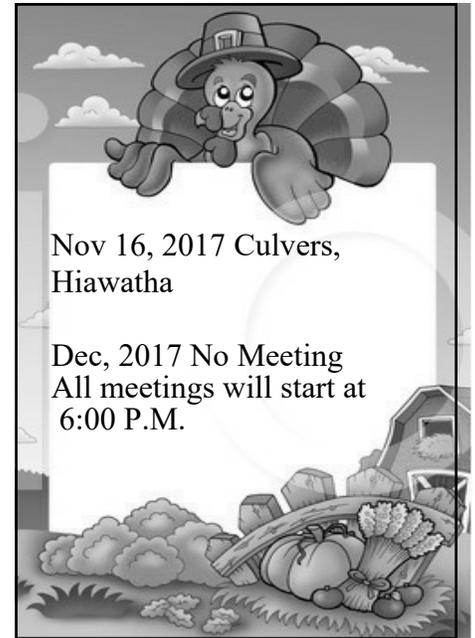
Social Night



Business meeting



Board Meetings



Special Events

SWAP MEET

March 16-17, 28th Chickasha Pre-War Swap Meet, Chickasha Oklahoma, www.pwsm.com

JON'S ANSWERS

1. The AACA was founded in 1935.
2. The Jeffrey automobile company was bought by Charles Nash and badged Nash.
3. The AACA judging system began in at Pottstown, PA in 1952.

2017 Treats Schedule

November - Lee and Denise Votroubek
December - Christmas Party

TOOLS

I have a collection of tools, tools that I have purchased, tools that I inherited from my dad, tools that I bought at garage sales or swap meets. Some of them I have never used, others, well, I constantly find my self reaching for. In the next several issue I will describe some the tools every garage should have.

Butane Micro Torch

I put one of these in my tool box several years ago. They are refillable and the torch flame is not as hot as acetylene or propane, but is excellent for small wiring jobs that you intend on using shrink wrap for extra protection. I have also used to loosen small screws and nuts where a large amount of heat is not needed. The torch has a very small footprint which makes a handy tool for tight spots.

Dav



MEMBERSHIP RENEWAL FOR 2017

Membership for 2016 expires December 31st, so **PLEASE** get your renewals back to me as early as possible. A renewal form can be found in this month's MOTO METER.

REMEMBER! The regional dues are \$15.00 and we are collecting the dues for National AACA renewal also. They are \$40.00. The renewal forms and dues are due by December 15, 2016. If your dues are not current for both National and Regional by December 31st you will be removed from the newsletter mailing list and will no longer be covered by National liability insurance that National provides to all members when on tours.

Cedar Rapids Region Antique Automobile Club of America

MEMBERSHIP GUIDELINES

Membership Renewal:

Membership coincides with the calendar year, January 1st through December 31st each year corresponding to the membership term of the National AACA

Active renewal campaign will start with the September MOTO METER and run through the end of December 2016

Those who renewed after December 31, 2016, will not receive a MOTO METER Newsletter until the following membership drive in 2017. In other words, if you pay after December 31st you still will not receive a hardcopy of the newsletter until the 2017 membership drive. However, the newsletter can be viewed online at the clubs website.

Renewal form should be filled out every year INCLUDING National AACA membership form! Membership renewals must include National Membership renewal. If you are a National AACA Life Member - Please indicate this on the National form.

New Members

New memberships will be processed upon receipt of the application, dues including National AACA dues. Application are available from the Membership Chairman.

NOTICE

NATIONAL MEMBERSHIP DUES INCREASE

As you plan for the coming year we want to make you aware of a change voted upon at the 2017 AACA National Board Meeting in Independence, Missouri.

AACA national dues have remained at \$35 since 2008. Your Board of Directors have resisted dues increases while most clubs have had increases. It has been the goal of AACA to find alternative revenue sources to keep dues low and that has been successful for the club over time. However, overhead continues to mount and ambitious plans for the future necessitates a minimal increase for 2018 to \$40 (Foreign - \$50.)

It is the goal of AACA to continue to deliver the greatest service, the most benefits and the highest quality magazine to its members while being very cognizant to keep dues increases to a minimum.

**Cedar Rapids Region
Antique Automobile Club of America**

Application for Membership (Please check one)

- New Members - Membership Renewal (Due Dec..31)

Name _____ Date _____
 Address _____
 City _____ State _____ Zip _____
 Spouse _____
 Telephone _____ Cell Phone _____

AACA National Membership Number _____ [] National Life Member
 Annual Regional is \$15.00 plus \$40.00 for National dues per year. Payable to Cedar Rapid Regional AACA.

APPLICATION FOR NEW MEMBERSHIP



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Ownership of an automobile is not a prerequisite of membership.

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**New Member Information
(Please Print)**

Name First M.I. Last Spouse Date

Address

City State/Province Zip/Postal Code Country

Signature Email Address Telephone #

(Sponsorship by a current AACA member is OPTIONAL)

Sponsor Name & AACA Membership # Address

MEMBERSHIP OPTIONS

Per Calendar Year

MEMBERSHIP INCLUDES SPOUSE IS APPLICABLE.....\$40.00

Enjoy voting privileges, receives bi-monthly issues of Antique Automobile magazine, is eligible to join a AACA regional and/or chapter and is eligible to exhibit cars and compete for National National prizes and annual rewards. The AACA Library and Research Center are also available. Further benefits are also available. Please check with www.aaca.org for further for current list and incentives.

FIRST TIME 1/2 YEAR MEMBERSHIP.....\$20.00

Available to FIRST TIME EVER AACA member who joins after May 31st. Enjoys same privileges as members above.

STUDENT MEMBERSHIP (AGES 13 -25).....\$12.00

Enjoy voting privileges, receives bi-monthly issues of Antique Automobile magazine, is eligible to join a AACA regional and/or chapter and is eligible to exhibit cars and compete for National National prizes and annual rewards. The AACA Library and Research Center are also available. Further benefits are also available. Please check with www.aaca.org for further for current list and incentives.

JUNIOR MEMBERSHIP.....\$10.00

Members receive quarterly newsletter , wheel badge, and name badge. DOB _____ Required for junior.

LIFE MEMBERSHIP.....\$600.00

Enjoys same privileges as full time member. The surviving spouse of a life member shall remain a life member at no additional cost. A three year payment plan is available.

Mail to membership Chair: Danny Ortiz (CRRAACA) , 1625 kK Ave. NE, Ceda Rapids, Iowa 52402.

Dodge B-Series Pilot House

From 1948 to 1953, Dodge churned out “Pilothouse Era” pickups, so named because of their distinctive cab design. The trucks’ wheelbase was shorter than the “Job-Rated” predecessors, with more visibility and a much wider cab to accommodate three men. Curiously, you could service the entire truck—gas filler, oil filler, battery, generator master cylinder, and more—all from the left side. Nomenclature changed nearly every year as slight improvements were made. Fluid Drive, essentially a semi-automatic gearbox, came in 1950. Pilothouse trucks had a standard “low-side” pickup box and an optional but preferable “high-side” box for bigger loads.



Dodge C Series

While the rugged six-cylinder, combat-proven all over the world, was virtually indestructible, Ford and GM were offering two more cylinders. Dodge had to follow. The restyled and updated V-8 era trucks, called the C Series, took the company from 1954 up to 1960. Less common than Chevys and Fords, and thus harder to find, classic Dodge trucks remain popular in rural areas. Bottom line: all of these old workhorses are primo cheap truck material.



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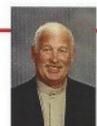
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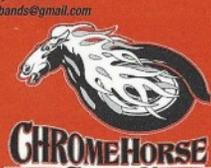
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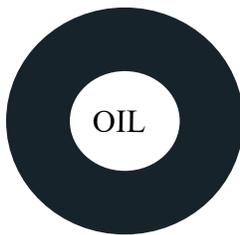
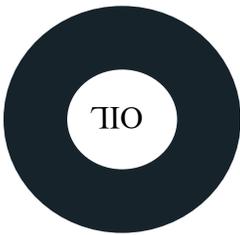
Club Members Buy - Sell - Trade

1930-31 Victoria Slant Windshield with original steel frame. Frame has been professionally restored. \$300.00 Ph. 918-520-6479 Evenings.

For Sale by Bill Ackermann: 1930 Model A Tudor Sedan. Please call Sandy Fetzer at 378-1843 or Deb Weisskopf at 828-4115 for more information.

TRIVIA ANSWER

Syracuse, New York's H.H. Franklin Manufacturing Company, which later evolved into the Franklin Automobile Company, produced its first car in 1902. It featured a John Wilkinon-designed, air-cooled four-cylinder which was mounted across the frame. Originally marketed as the Type A, but also known as the "Cross-Engine," it was built in various forms through 1906. Along the way, Franklin reconfigured the four-cylinder into an inline application.



SPECIAL NOTICE

2017 FALL BANQUET

COST: \$24.00 minus \$5.00 Club Donation equals \$19.00 per each CRRAACA member (Non-members guest is \$24.00)

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 **Wednesday Nov.1.**

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



November 2017 - Moto Meter