



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

November 2018

Vol. 55-11

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:

Sylvia Copler 319-377-3772

Flowers

Shirley Shannon(May-Nov) 319-848-4419

Directors:

Carl Ohrt 319-365-1895
Lee Votroubek 319-848-4634
Rich Mishler 319-364-8863
Dan Ortz 319-366-3142
Shareen Melvin 319-480-2245
(At Large)

Editor:

Brenda Juby 918-231-3635
bjuby52@gmail.com

Membership:

Dan Ortz 319-366-3142

Calling Tree Contact 319-366-3142
Judy Ortz

PRESIDENT'S RAMBLINGS

Tacoma, WA, trip continued-After leaving at 10:00 am we made it to Sioux Falls, SD, by 3. We went to leave about 4 pm and the spring perches came loose from the differential allowing the axle to rotate pulling the rear drive shaft out, breaking the rear u-joint. This was a very busy road with me blocking the left turn lane. A quick call was made to my roadside service to get a wrecker over to help me. I told them my vehicle was 29 feet long. In 1 ½ hours, they sent a 16 ft. rollback which was of no use to us. Another heavy duty wrecker was sent and showed up a little after 8:30 pm and took us to a hotel. (Hint don't break down on Saturday when not at home). Two nights in Sioux Falls, or anywhere, without a car is not fun. Found a repair shop on Monday morning, called and had the truck moved there. The rear yoke was bent so had to be replaced and a new u-joint. We left about 5 pm for a rushed but problem free rest of the trip out.

We had a great meet with tours, meeting old friends, and seeing fresh restored cars and trucks.

On the way home we had some fuel problems (probably some bad gas) and then a leak in the power steering causing the rest of the trip to be make without the comfort of power steering.

Our annual Swap Meet is the 20th so help out when you signed up and more if you can. Let us hope for warm sunshine and dry all day.

The fall banquet is coming up soon in a venue we haven't used for awhile and we will have entertainment after the meal. Check the rest of this issue for the best way to get there avoiding road construction.

We will be having our election of officers at the November meeting.

Happy Trails
Your President, Alan Meeker

TRIVIA QUESTION

When Chrysler bought American Motors in 1987, what critical opportunity did Chairman Lee Iacocca see that most others...including the then-current French owner, Renault...fail to realize?

OFFICER ELECTIONS

SEE OFFICER NOMINATIONS
TO BE VOTED ON AT
NOVEMBER MEETING ON
PAGE 10 OF THE MOTO.

JON'S CORNER

1. What was the last year of production for the one cylinder REO?
2. In what year was the Model S Ford produced?
3. What was the body color of the first Model T Ford?
(Answers on page 10)

REGION NEWS & INFORMATION

October 6, 2018, CEDAR RAPIDS REGION AACA MEETING

The October Meeting was called to order by President Meeker. The club members recited the Pledge of Allegiance.

There were no visitors.

Birthdays and Anniversaries were recognized.

Shirley Shannon is home but not doing well.

Frank Reynolds made a motion to approve the minutes as written in the Moto Meter. Seconded by Carl Ohrt. Motion carried.

Sylvia Copler read the Treasurer's Report. Pete Bischoff made a motion to approve the report as read. Seconded by Harry Hawley. Motion carried.

OLD BUSINESS

Judy Ortz got another call from Mark Swanson. He was wanting to know the cars that members were planning on bringing to the History Center. He only wants cars from around the time of the Lincoln Hwy. Please give him a call if attending.

Lee Votroubek reported on the Nomination committee report for election of new officers.. Jane Hawley and Jon Reynolds for President, Sharon Schminke for Treasurer, Sylvia Copler/Jeri Stout for Secretary. Larry Yoder will stay on as Vice President. On the board next year are Richard Mishler, Carl Ohrt and Lee Votroubek.

Larry Yoder reported on the Fall Banquet. Reservations must be in by OCTOBER 24 . Social hour is at 5 o'clock PM and Dinner at 6 o'clock PM.

Swap Meet report was given by Lee Votroubek. We are in good shape. Calvin Reiling does need help on the track. He recommended that the people in charge give their volunteers a call reminding them of the time they are to work.

NEW BUSINESS

President Meeker reminded the club that the board meeting was at Scotts Restaurant on October 18, and that the social night is at Zio Johno's on October 8.

Treats were by Harry and Jane Hawley.

Buy, Sell or Trade was conducted by Pete Bischoff

Jeri Stout, Secretary

ACTIVITIES AND EVENTS

2018 REGION CALENDAR

Social Night	Business Meeting	Board Meetings
<p>November 5-Pizza Ranch at Westdale</p>	<p>November 1 December 6 - Christmas Party (6:00) All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>November 15-Tommy's Meetings will start at 6:00 PM</p>
Special Events	Car Tours/Car Shows	Treats Schedule
<p>Fall Banquet Date: Nov. 3, 2018 Lake McBride Golf Course Social Hour: 5:30 PM Meal: 6:00 PM NOTE: Road construction between Ely and golf course has been completed. The detour has been removed.</p> <p>Christmas Party Date: December 6, 2018 Doors Open: 5:00 PM Dinner Starts at: 6:00 PM</p> <p>Club furnishes meat, pop and water.</p> <p>Members bring side dishes, salads and or desserts</p>	<p>2019 Season: TBD</p>	<p>Nov. 2018 David/Brenda Juby Dec. 2018 Pete & Pat Bischoff</p>

HISTORICAL VEHICLES

Plymouth Barracuda

Manufacturer	Plymouth
Model	Barracuda
Production year	1965
Body type	coupe
Doors	2
Seats	4
Engine position	front
Drive	rear wheel
Fuel	gasoline
Configuration	V8
Cooling	liquid
Capacity	272 cu in
Bore	3.63 in
Stroke	3.31 in
Compression	8.8 / 1
Valve train	OHV
Valves	16
Carburetor	1 / Carter
Aspiration	normal
Max Power	178 hp @ 4200 rpm
Max torque	260 ft lb @ 2600 rpm
Transmission	manual 3 speed
Wheelbase	106 in
Front track	61.7 in
Rear track	62.1 in
Length	188 in
Width	70.1 in
Height	53.1 in
Weight	2921 lb
Maximum speed	112 mph
0-60 mph	8.2 sec



During development of the Barracuda, one of the worst kept secrets was Ford's plan to introduce a new, sporty compact car based on the inexpensive Falcon chassis and running gear. Chrysler stylist Irv Ritchie sketched a fastback version of the compact Valiant, as this body style "has always been considered sporty." Budgets were limited,

but the company's executives wanted to have an entry in this quickly growing sporty-compact car market segment and to capture some of the sales from Chevrolet's Corvair Monza models.

Plymouth's executives wanted to name the new model Panda, but in the end they settled on Barracuda. Utilizing the same hybrid design approach as Ford did turning its Falcon into the Mustang significantly reduced Plymouth's development and tooling cost and time for the new model. Introduced in mid 1964, the Barracuda was "obviously" a fastback version of the Valiant that had a frugal family transportation image. The sales brochure for the first Barracudas pitched it as a car "for people of all ages and interests." Photos courtesy of Auta 5P.



"The Owners Manual, Venice, Florida"

Tin Can Tourist

In the early 1900's, the Florida Land Boom changed Florida tourism forever. Few groups had a greater influence on this than the **Tin Can Tourist**, named so for the heavy metal gas and water cans they carried on their cars, and for the canned foods they lived on.

At the time of the Roaring Twenties when women were bobbing their hair and raising their hemlines, bootleg liquor was enjoyed at speakeasies, and Florida became the nation's winter playground, tourists arrived in droves by automobile and truck, loaded with tents and food supplies. While some hoped to buy cheap Florida real estate, for the majority their trip to Florida was purely recreational.

The mostly middle class *Tin*

Canners couldn't afford the fancy hotels and restaurants built for wealthy Victorian tourists, so they sought out inexpensive vacations in the Florida sunshine and outdoor camping experiences that connected them to the wilderness.

Model T Fords and other early cars were modified by their owners as campers. Some of these house cars were simple with canvas tops and screen sides; others were more elaborate with kitchen sinks and bunk beds. These were the very first recreational vehicles in America. Articles appeared in magazines such as *Popular Mechanics* that gave step-by-step instructions on how to convert Model T's to campers. The *Tin Canners* thrived on living off the land, so only the bare essentials were brought along on road trips. Food was often caught and prepared rather than purchased- fishing was a favorite pastime. They cheerfully endured wet, cold, smoke, mosquitos, and sleepless nights just to commune with nature. *Tin*

Can Tourist were notorious throughout Florida for being thrifty. It was not uncommon for them to fill their cars with enough canned food to last the duration of their trip. A popular saying of the time about *Tin Canners* is that they would "arrive in a clean shirt with a quarter in their pocket and never change either one."

As the automobile continued to grow in popularity, the *Tin Can Tourist* became important to the economies of rural communities across Florida. Private owners built tourists camps and small cabins along roads and highways for travelers. In St. Augustine, the Live

and Let Live Camp was a popular *Tin Canner* stop along the brick-laid Dixie Highway in the 1920's.

Campsites were provided at minimal cost or, in some cases, for free.

The camps made their money in their roadside

stores that offered all the necessities - petroleum, fishing poles, marshmallows, bug repellent, matches, and an assortment of homemade foods and crafts.

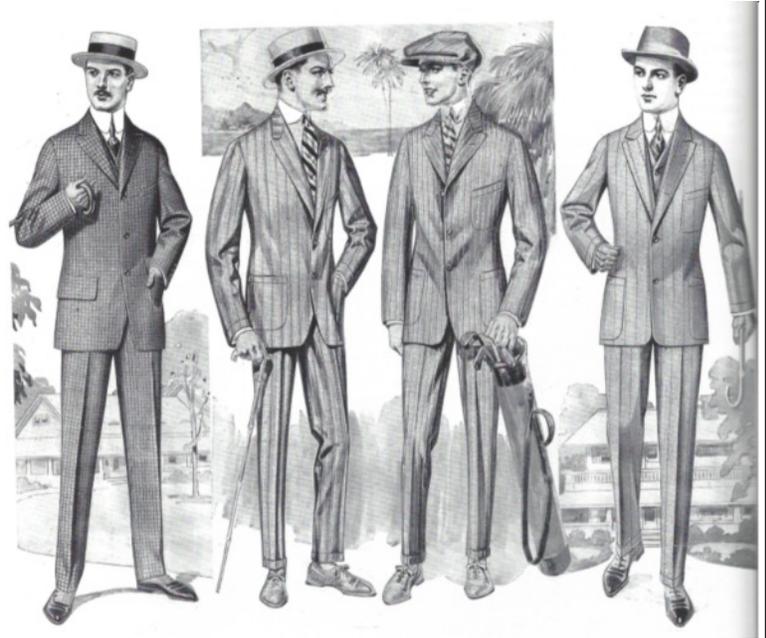


BELLE'S WHEELS

Men's Fashion - 1915

The illustrations for this article are from the Sears Roebuck and Company catalog for Spring and Summer 1915. The book is unique for being over 100 years old, still containing order blanks, and a paper measuring tape with directions for use.

KHAKI Clothing is noted for its serviceability and wear resisting qualities. These khaki suits are guaranteed not to fade or turn when exposed to weather conditions. Cut, fashioned and made by tailors, not simply thrown together; they are strongly sewed and neatly finished. The motorcycle suits are equipped to suit the needs of the rider, the Protector collar shielding from wind and dust; the inverted pockets are large and can carry needed articles securely as they button through. The breeches are reinforced in the seat, insuring double service and wear. For the man who is going hunting, camping or for the man who works out of doors, there is nothing better than khaki clothing. In addition to serviceability, they do not soil easily or show dust.



This strongly-made motorcycle suit of bronze-shade whipcord fustian will withstand the wear and tear usually given a garment of this kind. Jacket is made with yoke effect and box plaits in back through which a belt is drawn, fastening with a buckle. The breeches lace around the calves. \$5.25

This beaver brown khaki Norfolk suit coat has a yoke effect front and back from which extend box plaits through which a belt is drawn. The belt is adjustable and can be worn as a half belt in back or all around the waist. Pants have tunnel belt loops and cuff buttons. \$3.85



Here is a round cut single breasted sack coat closing with three buttons. It has a closed back, patch pockets and no lining. The edges are faced with self-material. No vest. Pants are made in the comfortable fitting style with belt loops and cuff buttons. It has two side, two hip pockets along with one watch pockets. All seams are strongly sewed. \$2.50

Sears Roebuck and Company (*Spring Summer 1915*)

Cedar Rapids Region Antique Automobile Club of America

MEMBERSHIP RENEWAL for 2018

The 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 15th, 2018. (Make one check for \$55.00 payable to CRRAACA)

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 NOVEMBER MOTOR READER and run through December 15th 2018. Combined Renewals and Applications which includes AACA National dues NOT RECEIVED by December 15 will be returned and you must send in National dues on your own.

Those who have not renewed by Dec. 31st 2016 will not receive a Motor Reader News Letter after the December issue and will be considered non-members.

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. Applications are available from the Membership Chairman.

(10/08/18)

Cedar Rapids Region Antique Automobile Club of America

RENEWAL FORM

Application for Membership (Please check one)

- New Member - Membership Renewal (Due Dec. 15)

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Spouse: _____

Telephone: _____ Cell Phone: _____

AACA National Membership Number: _____

Annual Regional Dues is \$15.00 per family plus \$40.00 for National Dues per year. Payable to Cedar Rapid Region AACA.

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The Antique Automobile Club of America					
America's Oldest and Largest Automotive Historical Society					
Ownership of an automobile is not a prerequisite of membership.					
ANTIQUE AUTOMOBILE CLUB OF AMERICA, 501 W. Governor Road, P.O. Box 417, Hershey, PA 17033 • Phone (717) 534-1910 • www.aaca.org					
New Member Information					
<i>(Please Print)</i>					
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	
_____				_____	
					Per Calendar

Ma

The EMF Company

Quarreling over Studebaker - May 1909

And what was happening behind the scenes was no laughing matter at all. The partners were quarreling. And it was over Studebaker. Metzger had not favored the alliance from the beginning, and now he convinced Everitt that it had been a bad idea too. Flanders, scarcely the diplomatic sort, buffed and puffed-and literally blew the partnership away. In May of 1909 it was revealed that the E and the M of E-M-F were leaving the company, selling out their interest to the Studebaker brothers who would handle all E-M-F distribution after September 1st. The cash amount tendered Everitt and Metzger has since been bandied about as in the million-dollar range, which was wildly inflated, the actual amount was less than half that (\$362,500), which was still a tidy enough sum for the two to venture off and start a new company to build a new car. And that they did, taking along engineer William Kelly to help.

Metzger Motor Car Company - September 1909

One matter was seen to immediately. No initials this time, that was for certain. But Everitt-Metzger or Metzger-Everitt was an unwieldy and certainly not euphonious mouthful, so the partners decided instead that the car would be called the Everitt and it would be built by the Metzger Motor Car Company. With the billing thus solved, the new firm was incorporated for a half-million dollars on September 20th, 1909. The factory of the truck-manufacturing Jacob Meier Company in Detroit was purchased, and William Kelly was put to work designing what would be built there.

It was essentially an E-M-F, it was even called a "30," but there was one departure of note. As Len Shaw would write in the Cycle and Automobile Trade Journal, "The four cylinders are cast together, but in this instance the in bloc principle has been carried to an extreme that gives the powerplant a distinctiveness while the most grueling tests have demonstrated the correctness of the theory and its application." The main casting included the cylinders, the upper half of the crankcase, intake and exhaust manifolds, the inner half of the gear housing, the upper half of the bearing beds-and for 1911 the magneto and pump supports would be added as well. In addition, the stroke was a quarter of an inch longer, the wheelbase was set at 110 inches, its price was tagged a hundred dollars more-but other than that one could read the E-M-F 30 specs and learn everything there was to know about the Everitt 30.

"The Car for You" and "A Car with a Rich and Rare Heritage," the ads ballyhooed - obviously Everitt and Metzger could have used the services of LeRoy Pelletier - and in a calculated dig at the motorcar which still bore their initials, it was noted that the "Everitt '30' motor contains 150 fewer parts than its closest competitor! Think of it-150 less parts!" Advertising also backdated William Kelly's maiden horseless carriage venture to 1891 and described it as "one of the first practical cars ever built." Pelletier would never have allowed such nonsense.

Hewitt Motor Company

The prominence of its builders insured a ready acceptance of the car initially, and the planned output of 2500 units for 1910 was pre-sold before production even began. Thus assured, Everitt and Metzger proceeded to purchase the Hewitt Motor Company of New York. For 1912, the Everitt home market looked far more promising, and all attention was focused on it. Presented now were three models: the returning 4-30, dropped in price to \$1250; the newish 4-36 on a 115-inch wheelbase at \$1500; and the brand-new Six-48 on a 127-inch wheelbase which was a whopping lot of car for \$1850.

(Continued Next Month)

Classifieds

Club Members Buy - Sell - Trade

None

TRIVIA ANSWER

The true value and long-term potential in what was then an undervalued, under-marketed...and rather misunderstood...keep brand.

JON'S CORNER ANSWERS

1. The last one cylinder REO was produced in 1909.
2. The Model S Ford was produced in 1908.
3. The body color of the first Model T Ford was red.

LEGAL DISCLAIMER

The Cedar Rapids Region of the Antique Automobile Club of America is an autonomous region of the Antique Automobile Club of America. The *Moto Meter* is the official publication of the Cedar Rapids Region (Club) and is provided to all advertisers and members in good standing. All material presented in the publication shall remain the property of the Club. The material presented herein may be used in other AACA affiliated publications. We ask that the *Moto Meter* and the article's author be given proper credit. This newsletter and its contents are, and shall remain, the property of the Club and the information contained herein is provided for members information. The ideas, suggestions and opinions expressed in articles are those of the individual authors and no club authentication is implied. The Club assumes no liability for any of the information contained herein. All photos herein are the property of club members unless noted.

Officer Elections

Two members are running for President. They are:

- Jane Hawley
- Jon Reynolds

One member is running for Vice President

- Larry Yoder

One member is running for Secretary

- Jeri Stout Backup (Sylvia Copier)

One member is running for Treasury

- Sharon Schminke

CRRAACA 2018 FALL BANQUET

The Cedar Rapids Region AACA Banquet will be Saturday November 3, 2018 at Lake McBride Golf Course. 3891 Pro Road NE, Solon IA, 52333

Directions: From either ELY or SOLON: At the "Roundabout" on Ely Rd/CR F16 continue on F16 West approximately ¾ miles to Lake McBride Golf Course and Event Center.

Cost: \$20.50 minus \$10.00 Club Donation equals \$10.50 for each AACA member. Each non-member guest is \$20.50

Social Hour: 5:00 PM – Dinner: 6:00 PM

Registration Deadline is Wednesday October 24, 2018.

This registration and check made out to CRRAACA, MUST be sent to Larry Yoder, P O BOX 105, Amana IA 52203. Phone 319-350-4339

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CRRAACA 2018 FALL BANQUET

Registration Deadline is Wednesday October 24, 2018

Name of those attending: _____

Number of club members: _____ X \$10.50 = \$ _____

Non Members: _____ X \$20.50 = \$ _____ Total: \$ _____

Telephone Number _____ Amount enclosed: \$ _____

This registration and check made out to CRRAACA, MUST be sent to Larry Yoder, P O BOX 105, Amana IA 52203. Phone 319-350-4339

SELLER BEWARE

It used to be that it was “buyer beware”. While that is still true, the number of scams out there has made it just as true for the seller

I would venture a guess that if you have advertised anything for sale through the club of just about anywhere, you may have been targeted for a scam. It has happened to me so often that I’m reluctant to advertise anything. Targeted, but so far not scammed out of any funds.

The last ad I placed in Craigs Liste resulted in one legitimate inquiry and five (thus far) scam attempts.

Recently I read about an attempted scam on a gentleman trying to sell his boat. He got pretty deep into the process before he stopped, but all along had suspicions.

These scamming clowns don’t just target the big-ticket items. They will target anything because it isn’t the car, the rare front end of a car or a light bulb they are interested in. They are only interested in parting you from your money

They work numerous scams at once. They aren’t looking for big scores, just lots of smaller ones. Smaller being somewhat relative here.

The red flags I have found are as follows, but I’ll bet there are many I have missed. Remember: if it smells, tastes or looks like a scam, it probably is one.

RED FLAGS

- Poor use of the English language.
- I am a marine engineer at sea, blah, blah,blah.
- I am hard of hearing so I like to use texting or email.
- I’m buying the car (sight unseen)for my brother as a surprise.
- I will send you a bank check with extra money. Cash the check send the extra to my shipper and he will pick up the item.
- Doesn’t care about the items condition.

What they are hunting for is the “extra” that will be sent to a phoney shipper who is either the scammer or a cohort.

You have received a check with some extra funds to cover shipping, You made sure the check from the bank on the other side of the country was good the funds were placed in your account, so what could go wrong?

As it turns out a counterfeit check can look very good even following banks. By the time it all catches up, the funds placed in your account are removed because, “Sorry, that check wasn’t good after all.

This could take months, that’s correct, **it could take Months**. You, however have already sent funds off to the “shipper”. **Gotcha**. You are now out the shipping costs, never to be seen again.

SUGGESTIONS

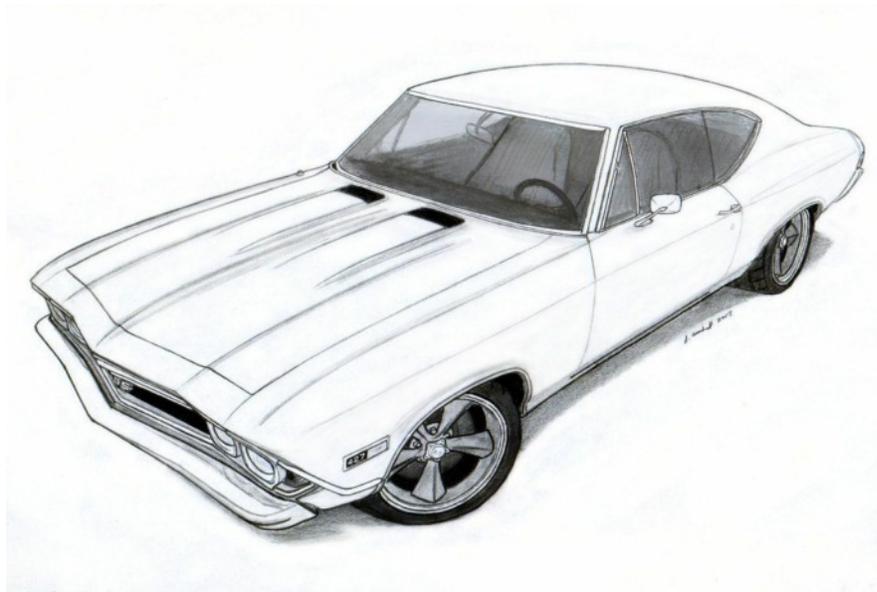
- ☐ “Come to my house (or police station) and we’ll settle up.”
- ☐ Ask for cash if it is a small item.
- ☐ Ask for partial payment in cash and certified bank check against your bank for the rest.
- ☐ A cashiers check against your bank should be okay. Call the bank to make certain it is good.
- ☐ If you decide to accept a check from somewhere else, call the bank. Do Not use the this number.Telephone number on the check.
- ☐ U.S. Postal Service Money orders are reported to be hard to beat, but are limited to \$1000 each.
- ☐ Do not assume any shipping responsibility, except, maybe call the shipper to confirm they are real.
- ☐ Do not assume PayPal is fool proof. It isn’t. Scammers have figured out how to work this as well.

Fortunately, I just sold my car to a wealthy Nigerian Prince. Nice guy He paid cash with \$300 bills. The Prince said he’d have his agent pick up the car later this week; but man, that overseas shipping cost I forwarded is through the roof.

Classifieds

 <p>GARY W. WENDEL SR. PRESIDENT</p> <p>4000 6th Street S.W. Cedar Rapids, Iowa 52404 U.S.A.</p> <p>Fax: (319) 366-0090 Local Phone: (319) 364-4000 OR: 1-800-553-8421</p>	<p>Contact for booking your band: chromehorsesaloonbands@gmail.com</p>  <p>Derek Collins General Manager</p> <p>1140 Blairsferry Rd. NE Cedar Rapids, IA. 52402 chromehorsesaloon.com</p> <p>Phone: 319-366-1234 Fax: 319-378-0605 chromehorsesaloonsofphouse@gmail.com</p>	 <p>Country Auto, Inc. Service & Body Shop <i>Alan Zumbach, Owner</i></p>  <p>Country Quality, Country Service, Country Prices</p> <p>1501 Chamber Court Anamosa, IA 52205</p> <p>Phone: (319) 462-5099 Fax: (319) 462-3125</p>
<p>RAYNOR DOOR OF CEDAR RAPIDS</p> <p>John Jensen</p> <p>Phone: (319) 365-7894 Fax: (319) 365-6152</p> <p>4601 6th St. SW Ste. B Cedar Rapids, IA 52404</p> <p>j.jensen@craynordoor.com Toll Free: 1-866-572-9667</p>	 <p>Scott Draper</p> <p>319-377-4861 (P) 319-377-3055 (F) 319-270-4862 (C)</p> <p>sdraper@sfdins.com www.sheetsforresterdraper.com</p> <p>Sheets Forrester Draper Insurance 610 Tenth Street PO Box 218 Marion, Iowa 52302</p>	<p>copyworks®</p> <p>Shannan Bishop General Manager</p> <p>4837 1st Avenue SE Cedar Rapids, IA 52402 Office: (319) 373-5335 Fax: (319) 373-5436 Email: sbishop@copyworks.com</p>
<p>Automotive</p>  <p>Service Evolution <i>Reliable cars demand reliable service</i></p> <p>Jeff Zieser/Shige Sugloka Owners/Technicians</p> <p>242 Blairs Ferry Rd NE Cedar Rapids, Ia 52402</p> <p>319-377-7060</p> <p>www.autoevolution.us</p>	 <p><i>A place like home...</i></p> <p>Country Kitchen 699 7th Ave. Marion, IA</p> <p>319-377-8627</p>	

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



1968 Chevrolet Chevelle SS Pro Touring



November 2018-Moto Meter