



# 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 EVERYBODY



November 2019

### 2019 Regional Board Members

**President:**  
Jane Hawley 319-360-5599  
jhawley50@msn.com

**Vice President:**  
Larry Yoder 319-350-4339

**Secretary:**  
Jeri Stout 319-622-3629  
Alt: Sylvia Copler 319-377-3772

**Treasurer:**  
Sharon Schminke 319-472-4372

**Flowers**  
Joann Kiefer 319-210-5921

**Directors:**  
Carl Ohrt 319-365-1895  
Lee Votroubek 319-848-4634  
Rich Mishler 319-364-8863  
Dan Ortz 319-366-3142  
Judy Ortz 319-360-1832  
(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 Ramblings

The month of October held the year's biggest event for our club. On October 19th, we will hold the annual Cedar Rapids AACA Swap Meet at Hawkeye Downs. The treasurer will soon be paying bills and counting money and will have the numbers to report soon. Overall, I anticipate a successful swap meet with perfect weather. A week later, we will celebrate our successful swap meet at Pizza Ranch for all of those members who helped with the event. Lee Votrabek did a great job as chairman as usual and he had a wonderful committee that helped him take on some of the work.

Next year we may see a big change. Hawkeye Downs has been sold and our swap meet may need to find a new home. We are considering moving it to the Central City Fairgrounds, just north of Marion on Highway 13. If this happens, how will we deal with this change of venue? We will be proactive in our approach and inform vendors as early as possible of the change. We will first do this on Facebook and the website. We will send out our vendor sheets earlier this year to give them a heads up. But all of this may not be necessary if we are still able to negotiate a contract with Hawkeye Downs. I will keep you posted. Right now we are in the fact finding stage.

President: Jane Hawley

### TRIVIA QUESTION

The name "Continental" has been bandied about within the automotive industry for years.

Do you know how extensively it's actually been used?

(Answers on page 11)

### JON'S CORNER

1. What car of the 50's featured a step-down Floor?
2. What car company produced the "Henry J"?
3. What does an amber light indicate?

(Answers: Page 13)



### Thanksgiving History

The traditions of Thanksgiving came from 1621 when the Pilgrims of Plymouth Colony gave thanks to God for surviving their first winter in the Americas. The first Thanksgiving feast lasted three days, fed 53 pilgrims and 90 Native Americans,

and consisted of fowl, venison, fish, lobster, clams, berries, fruit, pumpkin, and squash. Thanksgiving expresses appreciation for the safety of family and the meeting of one of our most basic needs: food. The first European settlers in the Americas had a very difficult time, and we should honor their courage and hard work.

Brenda and I wish you a happy Thanksgiving with your families and safe travels. We will be traveling to God's country: Tulsa, Oklahoma, to be with our daughter.

# HISTORICAL VEHICLE

## 1910 Sears



<b>Bore/Stroke</b>	4 1/8 x 4
<b>Coil</b>	Noxon Coil
<b>Color</b>	Rich Dark Carmine Red OR Brewster Green chassis and wheels with Black body.
<b>Cooling</b>	Air cooled by two fans
<b>Horsepower</b>	10 & 14 HP
<b>Lights-Head</b>	C.T. Hamm Comet
<b>Lights-Tail</b>	C.T.Ham Vigilent Cold Blast
<b>Lubricator/Oiler</b>	Kinsey 4-Pump Lubricator
<b>Tire Size</b>	36 X 1 3/8 inch solid rubber tires
	38 X 2 inch Cushion rubber tires and
	34 X 3 inch Pneumatic tires
<b>Top Speed</b>	25 MPH
<b>Transmission</b>	Friction Type
<b>Wheel Base</b>	72 inches (87 inches for the 4 passenger Model P and the Truck models)
<b>Wt.</b>	1000 pounds

The Sears was a high-wheeler built in both passenger and utility versions, for marketing by Sears & Roebuck mail-order company. The initial production year of 1909, the Sears was offered only as a \$395.00, solid-tired, runabout.

But starting in 1910, Sears offers 5 different models of the automobile. The truth of the matter is that they were all basically the same car with different amenities, like fenders, lights, tops, etc.

Sears advertised that the Sears Motor Buggy was, "more than just a buggy with a motor." It was designed as an automobile with an angle-iron frame, four full elliptical springs, and Timken Roller bearings for each wheel.

Even with the praise from satisfied customers, Sears could not get around the fact the car cost more to produce than they were getting out of the sales. In 1912 (or maybe even late 1911), Sears finished up the vehicles it had on hand, turning over much of its machinery to the Lincoln Motor Car Works that had produced some of the components of the Sears. Lincoln continued making a runabout and light touring under its own name into 1913.



## The Lost Skill

It has been claimed that the best deterrent to having your automobile from stolen is having a manual transmission installed on the car. I assume that for most of you, like me the first car you learned to drive had a manual transmission on the steering column or on the floor. If you grew up on a farm you learned how to shift at a rather early age while some of us learned at Driver's Ed in high school. My school had two cars, one with a three speed on the tree, and the other one had a automatic transmission. Not only did we learn how to drive but we also learn things like skid control, power slides on the dirt football parking lot, parallel parking, emergency lane changing etc. These days most high schools don't have Driver's Ed.; it is now being handled by private enterprises and I am betting that none of them teach power slides on a dirt parking lot anymore.

I remember how my driving mates faces lit up when they finally figured out the mysteries of the clutch and gearshift.

It's easy to see why. When you're starting out, driving a car with an manual transmission is scary enough. All those pedals and levers you're used to seeing someone else operate, so effortlessly are now under your control. It can be quite intimidating.

But when they "got it," then all of a sudden it was more fun to drive. And this can lead to a true appreciation for twisty back roads and the understanding of why some of their friends love cars that go really, really fast.

That wonderful feeling of control is one of the reasons why I enjoy driving with a stick, even though there's no practical reason to do so. Automatic transmissions these days are easier, shift faster, and are more fuel efficient than manuals. Only about 18 percent of new cars even offer them. Which is roughly the same percentage of Americans who can operate them.

So the question arises, "Are we in the last days of the stick shift? Is driving a stick soon to become a lost skill?"

Well, lets go back in time to the age of the Model T. The Model T replaced the main means of transportation- horse drawn vehicles, yet the Model T didn't kill our interest in horses. It just changed it. Horses today are a massive industry in America. Why? Because they're fun and useful in the right situations. Just like our stick shifts.

The truth is, if the stick shift dies, it will be because we let it; the car people I know aren't about to let that happen. Anyone who is into old cars loves to share their passion. So take the time to teach a young driver the ways of the stick. You'll make their lives richer and in doing so help preserve a fundamental driving skill. And just maybe they will pass it on to their kids and others someday. And that is how we preserve the car culture for the next generation and beyond. One teenager and one ground gear at a time. Which reminds me of a real life story.

I first tried teaching Brenda how to manually shift my Datsun Z-280 one Sunday afternoon early in our dating life. All I got out of it was ground gears, whip lash and no making out that evening, not good. I decided right there the cost was to high and someone else would need to take on the task to teach her how to drive a manual transmission-that was 39 years ago.

This summer I decided that enough time had passed by, and it was safe to try it again. This time was on the Model A. When Brenda gets behind the wheel I can see in her eyes that frozen look of "Oh, my goodness, what did I do?" When she releases the clutch too soon and the car jerks back and forth. She kills the engine or she forgets to double clutch, and grinds the gears.

*(Continued on the next page)*

After several failed starts, Brenda will say to me “I can’t do this.” But I know she can and that she will finally “get it” and when she does “get it,” **WOW**, it’s a real accomplishment. Now all she needs to do is go out and practice. Brenda still doesn’t feel comfortable about driving the car so I decided to purchase a Model T for her. I studied up on the car and talked with a lot of club members as well as others who have T’s. And they all said the same thing: the Model T was the first “almost” automatic transmission and is easy and fun to drive. “Ahh ha,” I said to myself, “that is the car for Brenda.” The only problem was that neither one of us had ever been behind the wheel of a “T” but then how difficult could it be? I asked Paul Kumley if he could show us how to shift and drive a Model T. Paul took on the challenge with a twinkle in his eye and accepted the challenge. We went out to Paul’s house one Sunday afternoon to begin our lessons. Paul took Brenda first and after being gone for about 30 minutes they came back. Paul looked winded and exhausted with sweat running down his face. The first thing Paul said was “She killed the motor three times,” which meant Paul had to get out of the car and hand crank it each time. Below is Brenda’s account of her first driving experience with the Model T.

“First of all, to set the record straight, I lived in town and our Driver’s Ed classes had no standard shift cars, but it was no big deal because my family had automatic due to an accident that my parents had that left my mother unable to use the clutch. So I had little chance to learn the standard shift- -little as in a couple brief lessons from David on his 280Z that lasted until we were married. After he caught me, he had little need to teach me! But getting back to the “T,” you almost need to be a contortionist to get in and out of the car. Fortunately, I had shorts on; heaven help Paul if I had a dress on because this car would not be good for the shorter dresses that we wear today. Now let’s get to the three pedals, all close together- - too close for my clodhoppers. And then you have a lever on the side that you have to concentrate on and a lever on the steering wheel. Why the guys in the “Old Fart” group that meet together every Friday morning for breakfast thought that this would be easy for me to drive is beyond me. They said that it’s like an automatic- -SERIOUSLY?? An automatic is where you get in, turn the key on, put it in gear and press on the accelerator or brake, as needed. There’s not three pedals, a lever on the left side for advancing or delaying the spark, a gas lever on the right side of the steering wheel column. My brain was swimming as Paul tried to explain it to me and each time I killed it, I replayed the story in my head that he told of a woman that he had tried to teach before. When told that he was teaching me to drive, she said that she hoped that I was better than her because she’d killed it three times and he had said that he would never again try to teach her! I had high hopes that I could beat that record and would have if the lesson had continued—I could have probably killed it 4 or 5 times!! Coordination is not my best trait and certainly not that day. Poor Paul would say in a ever increasing tone: take your foot off of the pedal and step on the brake pedal, pull the gas lever down and watch where you are going. I was sure that we were flying down the road—if there was a speedometer and I had been able to see it, we were probably going a top speed of 10 mph—but I kept telling Paul that we needed to slow down. He never was able to teach me the high gear because that would have taken three hands, two feet, and eyes on the road and I just was not able to multi-task enough to do that.

From what I’m told, the “Two-man-Top,” by reference of its name, tells you what would happen if I were out by myself (a funny thought by itself!) and were caught in the rain with the top down. It took David and I at least 15 minutes to deploy the top. By that time, I would be mad as a wet hen!

Summary: Are you someone looking for some serious mental stimulation? Consider going for a spin in a Model T Ford. This was my first attempt to drive one, and there was a lot to absorb. Its been said by some experts that consistently picking up new skills, along with having fresh and varied experiences, makes life feel more “full.” Yup, full of anxiety, washed down at the end with triumph (or a bottle of wine). In conclusion, I’d say that’s good enough for me to go out and drive my Model T again. However, I am still of the opinion that an automatic transmission Mustang (with air conditioning) would have been a better choice for me. *Source: Internet, David & Brenda*

# **REGION NEWS & INFORMATION**

## **October 3, 2019, CEDAR RAPIDS REGION AACRA MEETING**

The meeting was called to order by Jane Hawley and club members recited the Pledge of Allegiance.

Introduction of Visitors and New Members: Amanda White and daughters, Ray and Susan Haase

Birthdays: Sylvia Copler and Neil Rohlena

Anniversaries: Daryl and Sylvia Copler

Meeting Special by Richard Mischler” History of Model Cars.” Richard will also have an open house on Wednesday October 4<sup>th</sup> from 1-4 pm.

Loren Huffaker made a motion to accept the minutes as appeared in the Moto Meter. Seconded by Carl Ohrt. Motion carried.

Sharon Schminke read the treasurer report. Sue Melvin made a motion to approve the treasurer's report and Barbara Waterhouse-Miller seconded the motion. Motion carried

It was brought up by President Jane Hawley that we have a new Marketing Chairman Steve Brown.

It was brought up by Larry Yoder, Vice President, that the Fall Banquet will be at the Cedar Rapids County Club on November 2<sup>th</sup> . They only have eight people so far attending. October 24 is the last day to get your money to Larry.

Next meeting for the swap meet is October 16 at the 16<sup>th</sup> Ave. Grill.

Board meeting is October 15<sup>th</sup> at Scott's Restaurant.

Swap Meet is October 19<sup>th</sup> starting at 7:30AM.

A couple of club shirts were brought to the meeting for review. The colors of the shirts were also available.

Club members up for nominations for 2020 are Loren Huffaker, Brenda Juby, Joan Auterman and Judy Ortiz.

Date change for the Christmas party /club meeting will be December 12<sup>th</sup>. Bring two dishes to share. Doors open at 5:30 plan to eat at 6 clock.

Buy/ Sell and Trade was conducted by Lee Votroubek

Treats were provided by John and Barbara Maxwell and Ken and Judy Robertson

Motion to adjourn by Frank Reynolds and seconded by Jack Harville. Motion carried.

*Secretary: Jeri Stout*

# ACTIVITIES AND EVENTS

## 2019 REGION CALENDAR

Social Night	Club Meeting/Topics	Board Meetings
<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>November 7-Valuation of Antique Cars, by Jack Harville, Bring Non-Perishable food item for food bank</p> <p>December 5- Christmas party–Doors open at 5:30; supper at 6:00</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>November 19 - 16<sup>th</sup> Ave. Grill</p> <p>December 17 - Scott's</p> <p>Meetings will start at 6:30 PM</p>
<p align="center"><b>Special Event</b></p> <p><b>Fall Banquet</b> November 2<sup>nd</sup> @ Cedar Rapids Country Club.</p> <p><b>Ladies Luncheon</b>  November 19<sup>th</sup> @1 Gumption, 560 Boyson Rd., CR Bring Non-perishables for Hiawatha food bank.</p> <p><b>Ladies Luncheon</b>  December 17<sup>th</sup> @1 Olive Garden 367 Collins Rd. NE. Bring wrapped white elephant gift for exchange/stealing</p> <p><b><u>Christmas Party-Pot Luck</u></b> December 12, 2019 Hiawatha Community Center Doors Open: 5:30 PM Dinner Starts: 6:00 PM Club Provides Meat and Drinks Members provide two-side dishes to share Bring your own table service</p> <p><b>DATE CHANGE</b></p> <p><b>Note: Please mark your calendars that this Christmas Banquet is taking place on the second Thursday of the Month (12/12/2019). There will be no business meeting on the first Thursday of December. A small business meeting may take place if necessary.</b></p> <p><b>Contact: Pete Bischoff 319-213-5602 for questions</b></p>	<p align="center"><b>Car Tours</b></p>	<p align="center"><b>Treats Schedule</b></p> <p>Nov. 2019 Daryl &amp; Sylvia Copler Harry &amp; Jane Hawley</p> <p>Dec 2019: Pete &amp; Pat Bischoff</p>
		<p align="center"><b>2020 Officers</b></p> <p><b>President:</b> Jane Hawley</p> <p><b>Vice President:</b> Loren Huffaker</p> <p><b>Secretary:</b> Brenda Juby (New) <b>Backup:</b> Sylvia Copler</p> <p><b>Treasurer:</b> Sharon Schminke</p> <p><b>Two Director Positions Needed:</b> Clyde Melvin, Carl Ort <b>Backup:</b> Joan Auterman</p> <p>At Large Board Member: Judy Ortz</p>

# Popular American Cars the Year You Were Born

Cars and clothes have a lot in common. Both have utilitarian roots, but both have also become so intertwined with style that they're hallmarks of their eras.

As such, taking a long look at which cars captured the American imagination over the years — whether it's via sleek styling or their ability to fit into a working family's budget — can make for a fascinating trip through U.S. History. Let's take a look starting in 1950.



## 1950 Buick Roadmaster

The oversized "toothy" grille was the predominate design feature of the 1950 Buicks. The grille completely filled the grille opening and spilled out over the bumper, giving the car a "buck tooth" look. Nine large "teeth" were lined up between large round bumper guards. Buick went to a one-piece windshield in 1950. The Roadmaster side trim consisted of a spear beginning above the front wheel cutout, sweeping down to a panel in front of the rear wheel, and continuing around the rear wheel well and ending just short of the rear bumper.



## 1951 Studebaker Champion

By the 1950s, Americans expected to have cars and travel widely. Even people of average income wanted their cars to reflect their personalities. If you wanted to turn heads, then Studebaker was the brand for you. Studebaker competed for customers with Ford, Chevy, and Plymouth, using airplane-inspired styling and radical wraparound rear windows. This model seems to leap forward even when standing still.



## 1952 Ford F-Series OG

For 1952, appearance changes were confined to minor hood trim revisions and a slight shuffling of color choices. Far more significant was the debut of a new OHV Six-Cylinder engine. The 215-cubic-inch power plant produced 101 horsepower at 3,500 rpm with a compression ratio of 7:1. Thanks to a compression ratio hike, the 239-cubic-inch V-8 also received a slight power boost from 100 to 106 horsepower; it wouldn't do to have a six produce more horsepower than the Ford V-8.



## 1953 Corvette

The first Corvette reaches the end of the assembly line on June 30, 1953. The entire 1953 production took place in the back of a customer delivery garage in Flint Michigan. The first two were engineering test cars and according to official records, were destroyed. Of the first 300 Corvettes, approximately 225 are known to exist today. The radio had an interesting feature: since

fiberglass is electrically inert, the antenna was simply incorporated in the trunk lid. This would not be possible with a conventional steel body.

dav

Source: Internet and Wikipedia

## BELLE'S CORNER

### Where Ignorance is Bliss (Continued)

A heavily built man returned with me grumbling down the hill. I tried to make conversation on the way. "I don't know what's the matter with her," I said; "but she's been rattling a good deal just lately."

"Yep, I heard ye comin' across the valley," he said shortly; "your horn's automatic, ain't it?"

He made a brief diagnosis. "You want gas," he said; "at least that's what your car needs." I made no reply as we started back up the hill, and he wasn't satisfied. "Most anybody tries to run a car nowadays," HE muttered. "Most anybody tries to mend 'em," I remarked. He let me carry the gas down to the car by myself, in a large can. When I finally appeared again, chugging along in my vehicle, he was sitting in the doorway of his store reading a volume of Emerson. "Anything else the matter?" he asked, still grumpily.

"Asthma," I answered.

"I mean the car," he said.

"So do I."

"O, so you was bein' funny," he said solemnly, getting up and laying aside his book. "I'm never funny," I answered. "Godfey, don't you believe it!" was his retort. He climbed in with me and ran the car a short distance. "There's nothing the matter with this except senile decay," he stated; "oil her up and trust in God." Then he climbed down, and his grumpiness had departed. "Oil's a sovereign remedy fer man, beast and auto. My wife says castor oil 'll cue everything from hiccups to homesickness. There ain't any charge except for the gas. Come again when there's more the matter with ye. When I heard ye comin' I thought it was a spavined truck, at the least. Then you come along, sort of a great big cloud without any rain." We shook hands. That trudge down hill and back was now off his mind.

With all of this touring from garage to garage I have never been overcharged; not in New England, despite all that is said about the Yankees. I have sat half the afternoon in the back of a shop while the owner of it welded a small iron bar that had broken off my car somewhere. We talked politics and many other things while he worked. Then he charged me a dollar, and said I could have my money back if the welding didn't hold. "You never can tell about it," he said; "but if she's going to break she'll do it in the next five minutes, and if she don't then, she'll hold till the day of judgement."

We had no really serious tire trouble in three months. One tire which lacked some of its epidermis at the start, and was running on its cuticle, was never changed at all.

Cynical friends say we had beginner's luck. I am inclined to believe it myself. If there really is such a thing I can still count upon it, for Heaven knows I am still a beginner. As I sum up the summer in my own mind, I recall the comment of another native garage man. He had examined my car and found that we had evidently been running along for quite a distance without something important—the chassis, or the differentials, or it may ave been the engine—it makes no great difference which. "Well,," he said, "you're like Congress, you keep runnin' right along and God takes care of you both." Then he spat thoughtfully. "But I prefer you. The longer Congress keeps runnin' the more we fellows lose, and the longer you keep runnin' the more we make. If you take the first road to the left you might git to Hank Hopkins's garage before dark. Goodbye; come again!"

*Source: Open source: Internet*

## Henry Ford: Restoring the Inn

*(Continued from October MM)*

I walked up the worn brick walk onto the porch and rang the door bell, the twisted where I twisted the handle around to make it ring. An attractive middle age woman soon opened the door.

"Hello," I said. "I'm the man who called last night about some furniture you have that was purchased from the Wayside Inn."

"Oh, yes," she said. "My husband talked with you. Come in. Let me get him, and may I get you some lemonade or ice water? It's such a hot muggy day."

I accepted the offer of lemonade (hoping that it might clear some cobwebs from my head) and sat down in a beautifully furnished parlor to the left of the hallway.

"Mr. McKay, I'm Frank Pulley with whom you spoke last night," said this salt-and-pepper gray-headed man as he walked into the room and shook my hand with a firm grip. He wore a smoking jacket over his dress shirt and athletic torso and gave the impression of a bright, congenial but firm individual. "I need to warn you that I'm a politician and like to know the people I do business with. I checked out what they knew about you. Apparently you enjoyed Bourbon Street last night and had a talkative time with the night clerk when you came in."

I had blown my cover. Mr. Pulley accepted me as an authentic buyer, for the Wayside Inn furnishings, but he also knew that I represented Henry Ford. This was not going to be an easy buy.

I decided it was best to fill them in with the added information concerning Ford's desire to refurnish the Inn as closely as possible to the description given by Longfellow.

"We had learned that the old Inn had fallen into disrepair," Mrs Pulley said. "But we're history aficionados and decided to enjoy a part of the stories associated with the two pieces. We have told our children and friends that this

furniture was a part of the house where "The Midnight Ride of Paul Revere" was written, and that they can experience a part of the Wayside Inn in New Orleans when they spend the night with us. It's a part of the fun of having furniture with a history."

"We inherited the pieces from my parents who both died six years ago." She continued. "But to put the Inn and the furniture back together is Sudbury is a significant idea and a worthy undertaking. We're for it. So what kind of luck are you having in finding the old pieces?"

"I've been able to buy back more than two dozen items listed in the auction ledger. A couple of small items I found right near Sudbury. But there are nearly one hundred items on the list," I said.

We sipped our lemonade while I shared with them a verbal list of my purchases.

The Pulleys then led me up their winding staircase to the second floor where the chest and bedstead partially furnished a guest bedroom. The pieces were just as described and had been well cared for.

Mr. Pulley came straight to the point. "Now, Mr. McKay, we'd like to make a trade with you for those two pieces of furniture. We'll trade even for a new Ford car."

The offer startled me. After a pause, I started thinking. The cost of a new Ford to the Ford Motor Company would be just a little more than what Mrs. Pulley's parents paid for the furniture. And a man with Mr. Pulley's status would be good advertisement when the people of New Orleans say him driving around town in a new Ford.

Speaking with as much certainty as I could muster in response to the surprise offer, I said. "Agreed. I'll make arrangements with the Ford dealer downtown to have your new Ford delivered tomorrow. This will give you a chance to remove your belongings from the drawers and the bed.

*(Continued on page 10)*

# Cedar Rapids Region Antique Automobile Club of America

## MEMBERSHIP RENEWAL for 2019

**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 15<sup>th</sup> 2019. (Make one check for \$55.00 payable to CRRAACA)**

### **Membership Guidelines**

#### Membership Renewal:

Our Membership coincides with the calendar year, January 1<sup>st</sup> through December 31<sup>st</sup> each year, corresponding to the membership term of the National AACA.

Active renewal campaign will start with the October MOTOR READER and run through December 5th 2019. 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. 31<sup>st</sup> 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.

(09/17/19)

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#### ***(Continued from page 8) Henery Ford Inn***

And, if you know the name of a good shipping agent in New Orleans, I'll have them pick up the bed and chest tomorrow afternoon."

We signed our barter agreement and I left, with all parties smiling. The humidity didn't feel nearly so oppressive as I returned to the hotel and planned how to complete this purchase.

Much to my relief, the Ford dealer had a new car and sold it to me at his cost (once he confirmed it was for Mr. Ford's project). The shipping company picked up and packed the furniture for rail shipment the next day.

Of course, all these arrangements forced me to spend one more night in New Orleans.

The refurbishing of Longfellow's Wayside Inn by Mr. Ford reached a successful conclusion, with most of the objects the poet referred to purchased and returned to their original setting. The restoration also received much acclaim from the poet's admirers and Americana lovers. Today, many of the original pieces are seen and touched and the beds slept in by visitors to the Inn, Thanks to Mr. Ford's concern and support.

*Personal account by Woody McKay*

# 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: \_\_\_\_\_

ACA National Membership Number: \_\_\_\_\_

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

**Mail to Membership Chair: Dan Ortz (CRRAACA), 1625 K Ave. N. E., Cedar Rapids, IA. 52402**

(10/08/18)

## October Tour Highlights



# 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**  
General Manager

Phone: 319-200-4440 | Cell: 319-499-0751  
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



**Shannan Bishop**  
General Manager

4837 1st Avenue SE Cedar Rapids, IA 52402  
Office: (319) 373-5335 Fax: (319) 373-5436  
Email: sbishop@copyworks.com



**Scott Draper**  
319-377-4861 (P)  
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## TRIVIA ANSWER

First and foremost, the Continental name is predominantly recognized as a Lincoln model designation...and at one time, as standalone Ford Motor Company brand (via, the 1956-57 Continental Division). Ford began using the name in 1939, on Edsel Ford's personal coachbuilt convertible, and continues with it to this day, with Lincoln.

Meanwhile, Bentley has applied it on, and off again, since 1952, while Max Hoffman pasted it on board the "pre-A," U.S.-spec. Porsche 356 in 1955. Then, there was the Continental-branded automobile, which was built Michigan's Continental Engine manufacturing concern, from 1933 to 1934.

Prior to all of that, however, the Continental name appeared in 1899 on a proposed automobile from Trenton, NJ; in 1907 on a Continental Roadster from Chicago, IL; between 1907-08 on a series of 4-cylinder offerings from New Haven, CT; from 1910-14 by the Indiana Motor & Manufacturing, Co. in the town of Franklin; and on a cyclecar that was made in Minneapolis, MN, in 1914, as well.

Then, there's the German Continental tire maker, while the name was also applied to those previously referenced engines...and spark plugs, too.

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