



THE MOTO METER



CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: CEDARRAPIDSREGIONAACA.COM

FACEBOOK: CEDAR RAPIDS ANTIQUE CAR CLUB



LOVED BY SOME, CUSSED BY OTHERS, READ BY EVERYBODY



September 2019

2018 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 fall season is coming but it is still down the road a way. I, for one, will welcome a little cooler weather that makes it easier to enjoy our old cars while we're cruising down the road with the windows open. We've had a busy summer. The Drive-In Movie at Maquoketa was a lot of fun in the 90 + degree heat. The movie being shown "Men in Black International" was probably not the best loved movie but it was a little cheesy and strange. We got to show off our cars and talk to some car enthusiasts.

Special thanks to Sharon Schminke and family for hosting the club at their home for the Lawn Party in August. It was beautiful weather and we had a pretty good turnout, despite it being on the same day as Model A Days. The Club is blessed with great cooks so the food was wonderful!

Coming up are several car shows at nursing homes and that will give us the opportunity to see some of our former Club members who are now residents there. They will always be part of our Car Club Family.

TRIVIA QUESTION

Well recognized as "The Motor City," Detroit also prolifically lent its name to various car companies and automobile models - particularly, when the industry was in its infancy. Can you name all of them? (Pg. 13)

JON'S CORNER

1. What model followed the MGA?
2. Where was the first drive-in theater built?
3. What do "headers" replace?
(Pg. 13)

At the end of September we will be traveling to LeClaire and board The "Twilight" for the Captain's Dinner and Dance Cruise. We'll explore LeClaire and see if we can catch a glimpse of the Pickers at Antique Archeology. The leaves should start turning golden and red by then so it should be a beautiful cruise.

We're planning a Halloween party at Bloomsbury Farm in October with a hayrack ride and corn maze. More information will be coming on that.

Enjoy bonfires, raking leaves, mowing grass, and car cruisin' before the first snow falls. And remember our Car Club Family who may be housebound or not able to attend our events. Send them a card or give them a call and let them know you're still thinking about them.

Jane Hawley

HISTORICAL VEHICLE

1906-1907 Ford Model N



The Ford N was the first automobile to use tough but light vanadium steel. The N also was the car that strived to reach the realm of mass production, though it was still assembled at Piquette with engines and chassis made at other shops.

The N was aimed at a new audience, a wider group of people whom Ford Motor Company saw as having great potential for buying an affordable vehicle. Today's Model T owners would recognize the transverse front spring and three-point suspension with strut rods.

Ford, though delighted with the direction of the N, saw room for improvement in many ways that included casting cylinders in pairs.

Still, the publication "Cycle and Automobile Trade Journal" called the N "...distinctly the most important mechanical traction event of 1906."

Demand for the N model was high with reportedly 10 Model Ns sold for every Model K. In 1906 and 1907, Ford sold 8,423 cars. In 1907, the fancier Model R was introduced, a car with more brass trim and frills but basically an N.

With all of the advancements of the N there were still problems. In a letter from a Model N owner named F.N. Biggs, a list of problems were reported within the first 500 miles including massive oil leaks from the crankcase, short circuiting problems and a commentator that was too close to the transmission to easily service, nuts that didn't hold and a faulty emergency brake. Biggs also reported that his engine was loosened from the frame.

The Ford Motor Company used these and other problems with the N to make improvements in the series as reflected in the Model R and Model S variations produced in 1907.



Manufacturer	Ford
Model	N
Production Year	1906
Body Type	Roadster
Doors	0
Seats	2
Engine Position	front
Drive	rear wheel
Fuel	gasoline
Configuration	I-4
Cooling	liquid
Capacity	148.5 cu. in.
Bore	3.75 in.
Stroke	3.375 in
Compression	?
Valve Train	LHV
Valves	8
Carburetor	1 Ford
Aspiration	normal
Max Power	15@1500rpm
Max Torque	?
Transmission	manual 2 speed
Wheelbase	84 in.
Front Track	56 in.
Rear Track	56 in.
Length	?
Width	?
Weight	1058 lbs
Max Speed	40 mph
0-60MPH	?



Tour Corner



Twin Rivers Re-Cap

Our Twin Rivers Tour started out on a real nice morning. We first stopped in Ryan and saw some real great workmanship being done on old cars. Then we stopped at the Ryan Veteran's Memorial display. We decided that almost everyone that ever lived in Ryan must have entered one branch of service or another and they were well documented.

In Manchester, we toured the Collins Aerospace facility (Rockwell Collins) where they make radios for large airplanes. We stopped at the Franklin Street Brewery and were educated on making different beers. Later we made our way to West Union for the night.

Tuesday we made our way to Elkader and viewed a very large collection of construction equipment at the C J Moyna Museum. They also had military equipment. After the museum, we drove through the C J Moyna large equipment cemetery which had a wooden culvert that was really unique. Next we toured Mobile Tract Solutions that was a break-off of C J Moyna. We had a very nice tour and we were all ready to go to St. Olaf for lunch. After lunch we visited the George Maier Museum and then shopped.

Wednesday we started out seeing a collection of many antiques in two barns. This is a very rustic place where you can have a reunion, party, wedding, etc. There were antiques hanging everywhere in the hayloft.

Next we viewed a large toy train collection on multiple tracks. It is in Larry Lerchs' basement and very impressive. From Larry's, we viewed a unique collection of cars at Tom Chandler's home. Then he lead us to his shop and the women went shopping and some of us toured the Opera House. On our way back to West Union, we toured Montauk.

Our banquet was held at Gus & Tony's in West Union. We had an excellent meal.

Thursday, we headed home and stopped south of Hazelton at Fontana Wild Life Refuge. A wonderful place to take your children.

By: Sharon Schminke



1917 Studebaker Funeral Car A Vehicle to Die For

On our return back from the MARC National convention in Dearborn Michigan, we took a side trip to the Gillmore Museum in Hickory Corner, Michigan. One of the vehicles on display was a very ornate hearse that had not been customized at the Studebaker factory but rather by the funeral director himself. There was enough information on the car history at the museum and owner that I was able to research the web and found the following story about the hearse as well as the owner. After all, every car has a story, and this case it's a hearse.

The evolution of the modern funeral business was to a large extent paced by the development and acceptance of motorized methods of making the arrangements. The earliest wheeled conveyances were often buggies of simple design derived from everyday uses. As the funeral business grew, ornate single purpose horse-drawn conveyances were designed and used in the conducting of formal funerals.

It is thought that the first motorized funeral car, dating from 1909, was the product of Crane and Breed of Cincinnati, Ohio, one of America's premier builders of horse-drawn hearses. The body styles were all hand built. The commercial chassis, the front clip and most of the era clip were about all that these funeral cars had in common with other cars of the same marque. The directing of funerals particularly in smaller communities was seldom a full-time occupation but grew out of other related businesses, often furniture, clothing, hardware, or wood working.

John Quast was a carpenter who created woodwork and finer trim for houses. He was born in 1870 and by the 1890's the young part-time funeral director had access to a horse-drawn formal hearse. This served the developing business until 1917 when the Studebaker motorized hearse was obtained. A funeral business in a community of fewer than 500 was not a business with great cash flow, so a low budget service vehicle was needed. In this case a Studebaker model was a given choice. The needed economy was accomplished by going with a 4-cylinder model at a time when hearses were mostly built on 6-cylinder chassis and by obtaining a used

model SD chassis for the base unit. A new engine was dropped in the stripped down chassis. The coach work was done by Northwestern Casket Company of Minneapolis, a firm that is still in the business of providing custom caskets, but no longer funeral car coach work. The Studebaker chassis was lengthened by the coach builder some 30 inches. The hearse was most likely commissioned in 1917 or 1918.

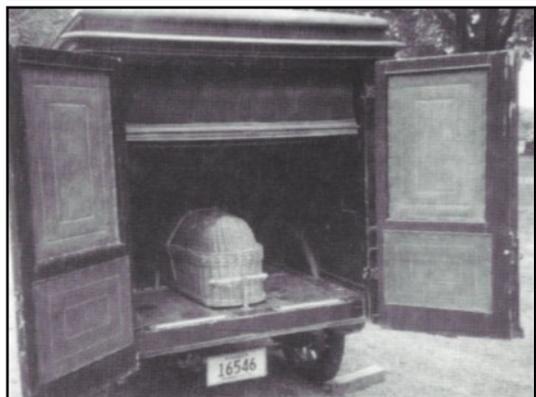
It is known that by 1921 Mr. Quast had retired the 1917 hearse and replaced it with 1921 Studebaker hearse. Mr. Quast's brother purchased the 1917 hearse for use as a hearse/ambulance. The horse-drawn hearse and the 1917 Studebaker were retired to a carriage barn in Buffalo Lake, where they slumbered for generations, until George Quast found the horse-drawn Hearse and Studebaker. He began restoring the car and was completed in 2001. It is now at the Gillmore Museum.



1917 Studebaker Hearst (Restored)



1917 Studebaker Hearst (Original)



Straw first call basket often carried in the back of a hearse. These were used when the undertaker received word of a death and had to make a call to pick up the deceased.

LEGAL DISCLAIMER

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REGION NEWS & INFORMATION

August 1, 2019, CEDAR RAPIDS REGION AACA MEETING

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

Introduction of visitors: Jeff Fossum & Pete Juergen's daughter, Kristin Iehl.

Birthdays: None

Anniversaries: None

Illnesses: Virgil Schminke had surgery yesterday. Pete Juergens & Carl Ohrt were both in the hospital & they are better now.

Deaths: Shirley Shannon & Wally Pensel

There was a discussion about using the calling tree when someone is ill & letting members know whether or not that person is able to or would like to have visitors. It was decided to do this.

Harry Hawley gave a presentation on "What to Look for When Buying an Antique Car."

July meeting minutes: Joan Auterman noted that her last name was incorrect on the list of birthdays. Motion to approve the minutes with this correction by Joan Auterman and seconded by Carl Ohrt. Motion carried.

Jane reported that the July treasurer's report will be presented with the August one at the September meeting due to Sharon not being able to attend because of Virgil's surgery.

Members said they would like to see a presentation about the new website—Jane will get this scheduled.

Lee Votroubek reported that the current contract with Hawkeye Downs for the swap meet expires this year & he is trying to meet with them to discuss a new contract. The next Swap Meet Committee meeting is August 29th at 6:30 PM at the Hiawatha Public Library.

Discussion was held about the club shirts. The price range is \$22.50-28.50 with an additional \$3 for a pocket. Once further clarification is received regarding Option 1 & 2 & if there will be an option to get the shirt without printing on the back it will be put in the newsletter.

Jane reported that the election of officers is coming up. Also, Dan Ortz & Rich Mishler's terms as board members expires this year.

Jane reported that we received a letter from City of Hiawatha regarding an increase of the rental rate for the Community Center for next year. The rate is going from \$300 to \$420 a year. Motion to accept the rate increase by Paul Kumley and seconded by Loren Huffaker. Motion carried.

Jon Reynolds reported on a Red Flag Tour in Mt. Pleasant Sept. 26-28th. The cars will be on display on Friday night at the American Inn hotel. Jon also noted that Model A Days are August 17th in Amana.

John Maxwell conducted Buy, Sell, Trade. Treats provided by Steve & Ann Brown.

Motion to adjourn by Frank Reynolds and seconded by Loren Huffaker. Motion carried.

Sylvia Copley, Secretary

ACTIVITIES AND EVENTS

2019 REGION CALENDAR

Social Night

Club Meeting/Topics

Board Meetings

<p>September 9- Zio 2925 Williams Pkwy SW</p> <p>October 7 - Bandana's, 3707 1st Ave SE</p> <p>November 11-Fire House Subs-near Lindale</p> <p>December 9 - Big Daddy 16th Ave.</p> <p>Social Hr. Will start at 6:00 PM</p>	<p>September 5-Tours/Activities Recap</p> <p>October 3-History of Model Cars by Rich Mishler followed by tour of his collection on Oct. 4</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</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>September 17 - 16th Ave. Grill</p> <p>October 15 - Scott's</p> <p>November 19 - 16th Ave. Grill</p> <p>December 17 - Scott's</p> <p>Meetings will start at 6:30 PM</p>
<p>Special Events</p> <p>Ladies Luncheon, Betty's Bread Basket, Manchester, Meet at Sylvia Copler's house ½ mile east of Hwy 13 and County Home Road at 10.30 AM, Sept. 17th at cafe @11:30 AM,</p> <p>Camp Courageous Pancake Breakfast, 8 AM - Noon</p> <p>AACA National Fall Meet Hershey, PA. October 9-12</p> <p>Ladies Luncheon Bistro 19, Marion IA Afterwards shop Marion downtown area.</p> <p>AACA Fall Swap Meet Hawkeye Downs October 19th Setup on Friday, Oct.18th Time ??</p> <p>Fall Banquet November 2nd @ Cedar Rapids Country Club. Registration Form - Page 13.</p>	<p>Car Tours</p> <p>Car Get Together's</p> <p>Lyle Krug House Tour Sept. 10th Refer to Page 13 for more information</p> <p>Iowa Greenspace, Palo, Ia. Sept 5</p> <p>Prairie Hill Pavilion, 5680 Kacena Ave., Marion Ia. Sept 12</p> <p>Duffy's Classic Enterprises, 250 Classic Car Ct. SW, Cedar Rapids, Ia. Sept. 19</p> <p>Hope Lutheran Church, 2736 Bowling St. SW, Cedar Rapids, Ia. Sept. 26</p> <p>Terrace Glen Village 3400 Alburnett Rd, 10 AM to Noon</p> <p>Sept. 20, 2019 Meet at Hawley's Home at 6 PM Details/packet of tour will be handed out at that time.</p> <p>Bellevue day trip October 12th More details to follow</p>	<p>Treats Schedule</p> <p>Sept. 2019: Dan/Judy Ortz /Neil/Karen Rohlena</p> <p>Oct 2019: John & Barb Maxwell / Ken and Judy Robertson</p> <p>Nov. 2019 TBD</p> <p>Dec 2019: Pete & Pat Bischoff</p>

LECLAIRE OVERNIGHT TRIP

SEPTEMBER 21-22 REGISTRATION

ALL ADMISSION FEES TO BE PAID BY ATTENDEES AT ENTRANCE

Captain's Dinner Cruise September 21th at 5:00 PM. *Reserve tickets online at riverboattwilight.starboardsuite.com.* Tickets are \$50.00 each, including \$10 port fee.

Buffalo Bill Cody Homestead – Stone farm house built in 1851 where Cody family lived for 3 years.

Admission Fee: \$2

Free time choice: Shop at 23 Shops in LeClaire, including Wilton Candy Kitchen, Isabel Bloom, and several antique shops.

Free time choice: Buffalo Bill Museum and River Pilots' Pier – Learn about the Lone Star Steamer, riverboat pilots, the Sauk & Fox Indian tribes, and life on the Mississippi River.

Admission Fee:

Adults: \$5 Senior \$4 Youth 6-16 years \$1.00

Free time choice:

Wide River Winery

Free time choice:

Antique Archeology – American Picker's store

Saturday Lunch: Crane and Pelican – Order off the menu

Sunday Lunch: Sunrise Café in DeWitt – Order off the menu.

DeWitt Historical Museum

Dan Nagle Walnut Grove Pioneer Village – Visit 19 open-air museum buildings, including train depot, blacksmith shop, country school, 1870's church and working soda fountain.

Admission Fee: \$2

Hotel information: *Comfort Inn at 902 Mississippi View Court, LeClaire, IA.* Phone number is 563-289-4747. Reserve through Kayla. Reservations under "Jane Hawley." Rooms are \$135.15 + tax for 2 queen beds on 1st floor. Total cost is \$152. Free hot breakfast on Sunday. Swimming pool, mini fridge.

BELLE'S CORNER

David and I are always on the look out for stories about automobiles. We recently came across a story titled "Where Ignorance is Bliss" and we thought that you might enjoy it as much as we did.

Where Ignorance is Bliss

In common with the rest of my neighbors who cannot afford a car, we now own one. It is a Blickensderfer Four, one of the earlier touring models. On my first two trial spins it tried to bury its head in the sand when other and heavier cars seemed to be pursuing it, and so we called it the Ostrich. That sandbank borders a very wide spot on the road not far from my home—a point I had selected as most convenient for turning around after short trial runs. But I am not telling the story I meant to.

A great deal of unnecessary gas is used up in trial runs by beginners. If a man would learn to run a car, let him first of all own it, and then get into it and start out through his own native country where he and the garage men speak the same dialect. The art lies in knowing the difference between an outlander's garage where only tourists are fixed, and one run by a native who fixes his own farm machinery in it, and mends eight-day clocks and phonographs and coffee-grinders. If he plays dominoes after lunch with his helper, or whittles, then I am sure of him.

We bought our second-hand car from a friend who had no desire to take advantage of our inexperience, so this is not the record of a bad bargain. On the contrary, it is an effort to show by a brief and expurgated account that any intelligent man, however unacquainted with machines, can tour immediately if he can get along with garage men. In my case after learning what to push and what to pull and what to step on, during three runs to the sand bank and back, I placed my entire family and the dog in and about the vehicle together with a trunk and sundry damp equipment, and started off for the summer vacation. It was our plan to accept any New England destination with thankful hearts. Where the Blickensderfer died, here should we board and lodge: if no house were at hand we should camp.

In all the trip my only real embarrassments arose from early efforts to keep garage men from discovering how little I knew about the entrails of my own machine.

It is true that essential parts of it now and then broke, or dropped off onto the road: but in one way or another we always reached the right sort of safety station.

"Huh!: The man would say: "a Blickensderfer."

"Yes," I would agree with a casual nod but secretly admiring his Yankee astuteness. "Remarkably tough, aren't they?"

"Jest a mite more remarkable than they are tough. Model Sixty-six, ain't she?"

"Yes, indeed," I would say. Then he would open one of the trap doors in front and paw around. "She's a Forty-nine," he would call from somewhere inside. "Certainly," I would reply: "Isn't that what you said?"

"Cylinders all firing?' might be his next question.

I would answer this with more deliberation. "Seem to be, I fired as many as I could find a while back, and they sounded all right." This, as well as I can recall it: was one of the earliest of these conversations. It was about then that the man grew silent and more attentive to his task.

"Why, where in Heck's the duodeenum?" He would suddenly ask, raising his head, and eyeing me grimly.

"Oh," I would say turning **accusingly to my wife**, "I told you I heard something drop off! That must be what it was.

Continue next month

Henry Ford: Restoring the Inn

August the 4-10 2019, Brenda and I had the opportunity and good fortune to be able to go to the MARC National hosted in Dearborn, MI. We made a lot of new friends and saw a lot of nice Model A's. And like most of you, I have been saturated with Henry Ford history and biographies that I feel I could write a book on he and his family. But, when you figure you've got Henry figured out, you find a story that never was printed in the big newspapers. While I was waiting on the group to come down I met a older gentlemen who started telling me a story I had never heard of. He gave me the article's name, date, where I should look for it. I googled it and could not find it, so I called the AACA library and found it. Below is the story as told by Mr. Woodrow Mc Kay also known as Woody.

"What do you know about Henry Wadsworth Longfellow?" Henry Ford asked me in his office one day in 1923. The question caught me by surprise.

"I remember reading some of his poems in English class. That's about it." I said I didn't know he had much interest in literature. Most people knew Henry Ford for his genius as a mechanic and car maker.

I want you to get yourself a copy of his poem "Tales of a Wayside Inn" and read it," he said. "The poem describes the furnishings that were in the Inn and the effect it had on the visitors there during the American Revolution." He removed a handkerchief from his pocket to clean his glasses. "The owners of the property in Sudbury, Massachusetts, planned to tear down the Inn if it didn't sell. That building is part of Americana. When I heard about the sale I bought it. Now I want to refurnish it.

I already had questions, but I knew not to interrupt one of Mr. Henry's speeches until he finished.

The original furniture was sold at auction sixty years ago. I want you to find and buy back all the pieces you can. That means a hundred or more items, from beds and chairs to boot scrapers and cooking utensils. You need to

know that the Inn's original name is the Red Horse Tavern. Start your search by going to the Metropolitan Museum and study the furniture of that period so we can match odd pieces with the originals." Then, before I could ask about my work load he said, "We'll cover any work you have here. I want those furnishings back where they belong.

I knew from the urgency in his voice that he meant for me to start immediately.

Yes sir! I'm to let Miss Johnson (his secretary) know today about the work I had planned, then I'll see what I can find in the Metropolitan...about Longfellow, the Inn and furniture of the period about which he wrote. Have I got it right?"

A nod let me know I understood correctly and was dismissed.

Six weeks later, I returned to Mr. Ford's office, ready to search for the missing furniture of the Wayside Inn described by Longfellow. The boss immediately quizzed me about certain pieces he determined as most important for the restoration.

"The barn across the road from the Inn has been torn down," he said. "Don't bother yourself with it. But the Red Horse sign may still be somewhere. Get that if you can find it. The old clock, the coat of arms, the swords-all the incidentals Longfellow mentions should come back to the Inn. I want people to be able to read the poem and see as many of the things as possible that are noted there."

Ford's mind grasped and retained facts and details as well as anyone I have ever known. Aware of that, I underlined each notable object in the poem, made a complete list, divided them into categories, and grouped them room by room. I knew he'd point out any omissions. He seemed satisfied when I gave him my initial report.

I needed to know one other thing before I ventured out to make purchases.

(Continued next month)

CRRAACA 2019 FALL BANQUET

The Cedar Rapids Region AACA Banquet will be Saturday November 2, 2019 at Cedar Rapids Country Club - 550 27th Street Dr. SE - Cedar Rapids

Dinner Choice: Choice either Roasted Chicken w/green beans and mashed potatoes or Pot Roast w/cooked carrots, mashed potatoes and gravy.

Cost: \$23.50 minus \$10.00 Club Donation equals \$13.50 for each AACA member. Each non-member guest is \$23.50

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

Registration Deadline is Wednesday October 23, 2019.

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

Cut Here

CRRAACA 2018 FALL BANQUET

Registration Deadline is Wednesday October 24, 2019

Name of those attending:

Meat Choice: Roasted Chicken, Number: _____ or Pot Roast, Number: _____

Number of club members: _____ X \$13.50 = \$ _____

Non Members: _____ X \$23.50 = \$ _____ Total: \$ _____

Telephone Number: _____ Amount enclosed: \$ _____

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

LECLAIRE OVERNIGHT TRIP

(AACA September Two Day Tour)

REGISTRATION: SEPTEMBER 21-22
(ALL ADMISSION FEES TO BE PAID BY
ATTENDEES AT ENTRANCE)

Captain's Dinner Cruise: September 21th at 5:00 PM.
*Call 800-297-0034 or reserve tickets online at
riverboatwilight.starboardsuite.com.* Tickets are \$50.00
each, including \$10 port fee.

Buffalo Bill Cody Homestead: Stone farm house
built in 1851 where Cody family lived for 3 years.
Admission Fee: \$2

FREE TIME CHOICES:

(1) Shop at 23 Shops in LeClaire, including Wilton
Candy Kitchen, Isabel Bloom, and several antique shops.

OR

(2) **Buffalo Bill Museum and River Pilots' Pier** –
Learn about the Lone Star Steamer, riverboat pilots, the
Sauk & Fox Indian tribes, and life on the Mississippi
River.A

Admission Fee:

Adults: \$5 Senior: \$4 Youth: 6-16 years \$1.00

OR

(3) **Wide River Winery an/or
Antique Archeology - American Picker's Store**

Saturday Lunch: Crane and Pelican

Order off the menu

Sunday lunch: Sunrise Café in DeWitt

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DeWitt Historical Museum

Dan Nagle Walnut Grove Pioneer Village:

Visit 19 open-air museum buildings, including train
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and working soda fountain.

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Comfort Inn at 902 Mississippi View Court, LeClaire, IA.
Phone number is 563-289-4747. Reserve through Kayla.
Reservations under "Jane Hawley." Rooms are \$135.15 +
tax for 2 queen beds on 1st floor. Total cost is \$152. Free
hot breakfast on Sunday. Swimming pool, mini fridge.

AACA Polo Shirt Information

Below are the options for the Polo shirt pricing.
The design of the logo is yet to be determined.
What option will be voted on by the membership at
the next meeting.

Option 1

Size:

S-XL \$22.50 each

2XL \$24.50 each

3XL \$28.50 each

Option 2

Size:

S-XL \$21.50 each

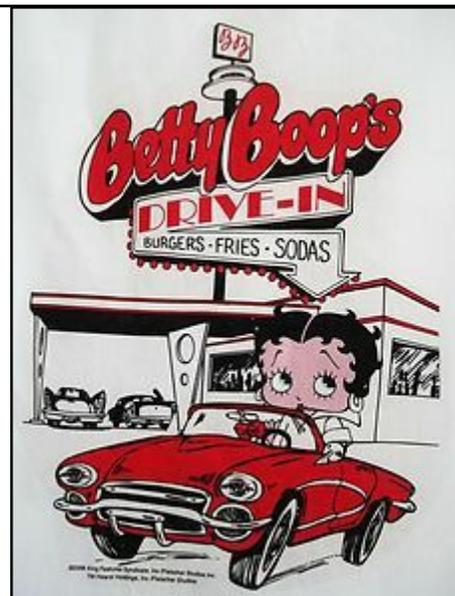
2XL \$23.50 each

3XL \$27.50 each

UPDATE for VVMCA Article in Last Months Newsletter

Several members asked us about membership in
the VVMCA and was it required to attend the
VVMCA tours. You do not need to become a
member of the VMCCA if you are a member of
the AACA organization for the Glidden Tour. The
VMCCA and the AACA are in partnership for this
tour. The VVMCA and the AACA sponsor this
tour in opposite years. VMCCA host the tours in
odd years while the AACA host the tours in even
years.

We hope this helps answer your question.



Classifieds

We Appreciate YOUR BUSINESS



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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)
319-377-3055 (F)
319-270-4862 (C)
sdraper@sfdins.com
www.sheetsforrestdraper.com

Sheets Forrester Draper Insurance
610 Tenth Street
PO Box 218
Marion, Iowa 52302

RAYNOR DOOR OF CEDAR RAPIDS

John Jensen
Phone: (319) 365-7894 4601 6th St. SW Ste. B
Fax: (319) 365-6152 Cedar Rapids, IA 52404
jjensen@crraynordoor.com
Toll Free: 1-866-572-9667



Ronnie Craig
General Manager
319-366-7000
(319) 319-826-0828



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JON'S CORNER

1. The MGB followed the MGA.
2. The first drive-in theater was built in Camden, New Jersey.
3. "Headers" replaced exhaust manifolds.

TRIVIA ANSWER

1. Abbott-Detroit (1909-16)
2. Beyster-Detroit (1910-11)
3. Briggs-Detroit (1912-17)
4. Chalmers-Detroit (1908-10)
5. Detroit (1899-1902), (1900), (1904), (1912), (1915-17), (1922-23)
6. Detroit (1912-17)
7. Detroit-Dearborn (1910)
8. Detroit Electric (1907-39)
9. Detroit-Oxford (1905-06)
10. Detroit Speedster (1913-14)
11. Detroit Steam Car (1923)
12. Detroit Taxi (1914-15)
13. Downing-Detroit (1914-15)
14. Fischer-Detroit (1914)
15. Goodspeed-Detroit (1913)
16. Little Detroit (1909-10), (1914)
17. Oriental-Detroit (1910)
18. Paige-Detroit (1909-10)
19. Thomas-Detroit (1906-08)
20. Warren-Detroit (1910-13)
21. Welch-Detroit (1910-11)
22. Wolverine-Detroit (1912-13)

CAR DISPLAYS

- Date: Thursday September 12th
Time: 10 am to noon
Location: Terrace Glen Village
3400 Alburnett Rd, Marion
Celebrate their 1 year anniversary.
- Date: Wednesday, August 7
Time: 10 am to noon
Location: The Views Senior Living of Cedar Rapids
3005 F Ave NW.
We'll be displaying our cars during their fund raiser "Walk to End Alzheimer's."
- Lyle Krug House Tour**
- We will tour Lyle's collection in his home and at his room in the Garden's Care Center. The tour will start at his home at 2106 Hughes Dr SW at 9:30 AM, September 10 (Hughes Dr. is across Wilson Ave. from Newport Florists). After the tour at his house we will meet at Culver's for lunch (pay on your own). After lunch we will go to The Garden's Care Center to show our cars and tour Lyle's room of apple peelers collection. We can also visit members that live there like Bill and Alice Barker, Bill Ackermann, Karen Rohlena and be served some free ice cream. *Neil Rohlena*

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September 2019-Moto