

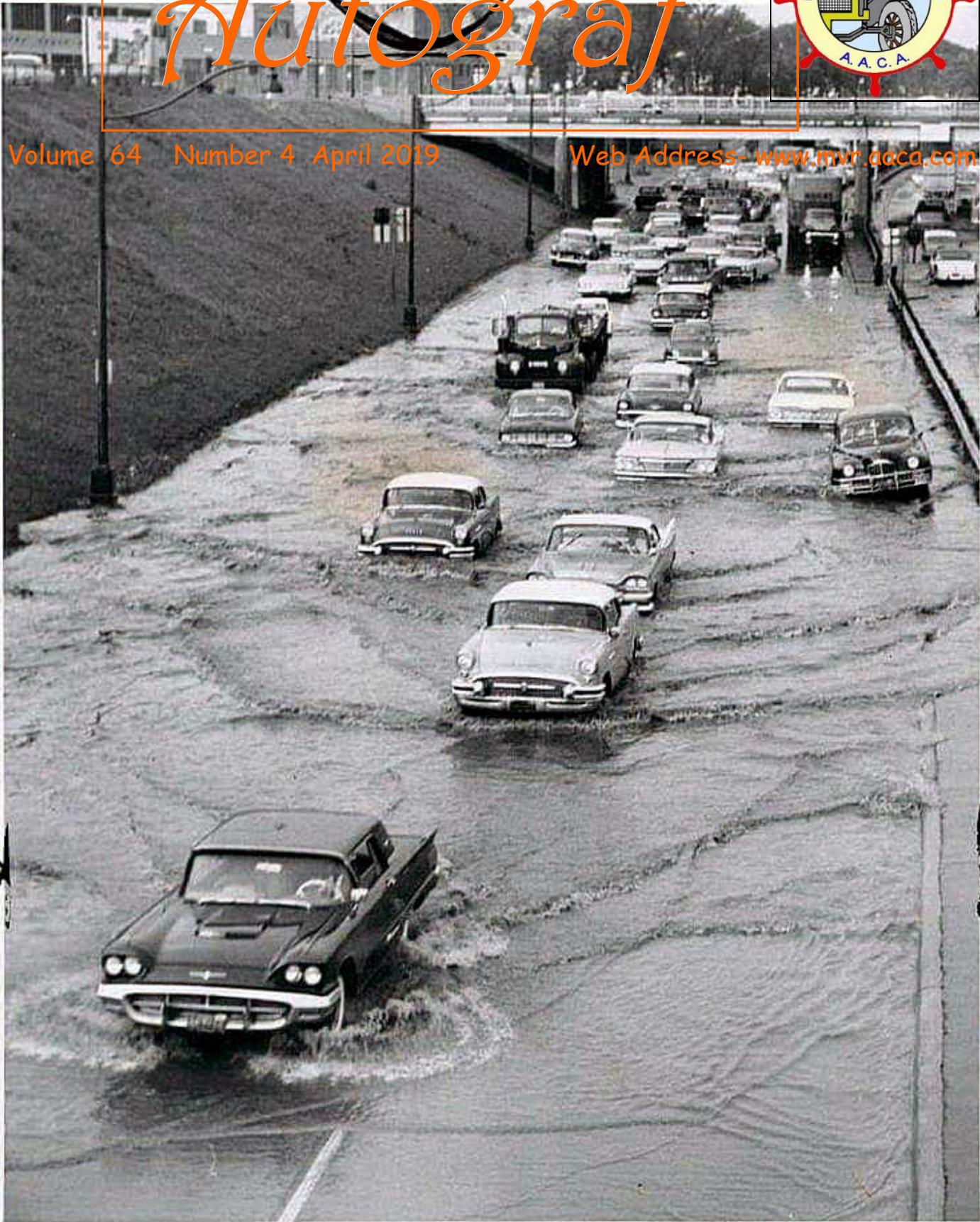
The



Autograf

Volume 64 Number 4 April 2019

Web Address- www.mvr.aaca.com



Submitted by john brewer

From Your President

Spring supposedly has sprung, where I'm not sure but I'm ready for it. My yard certainly is calling, it looks terrible. Winter was not kind to it. On the bright side, I'm told by my ace mechanic that Lizzie was started and ran well last Saturday. It's been a long winter. I'm ready for her to hit the road.

We have a busy schedule this summer. Starting with the NHL Football Game at Augustana College. Although they are celebrating 100 years, all antique vehicles are welcome to take part in our display. Come enjoy the game, refreshments, and of course the draft. Dick Perry needs a count so give him a call. Jim Smith has another great spring tour to Kalona, IA. Save the date of May 11th. Our shelter has been reserved for our Annual Pancake Breakfast June 16th. We are also having a car display at the Andover Days June 1st. Watch for details. Many of us are attending the Grand National in Auburn, Indiana that weekend but for those who don't please enjoy the day. Andover is a great small town with lots of history.

National Collector Car Day July 12th, will be celebrated with a Drive and Cruise-In from the old Hobby Lobby

parking lot to United Township High School. Everyone that attended our January Meeting to tour their facilities agreed that we needed to do what we could to promote our hobby to younger people. As a result we are holding this Drive or Cruise-In. Donations will be collected and a scholarship will be started to assist a student in the auto mechanics field. We are the sponsoring group, so assistance and attendance would certainly help. The kids will do the parking and the auto/body shops will be open for tours. More details to follow.

It would be nice if we had a presence at each of the Cruise-Ins. The first one is at the Isle same day as our Football Game and the time has been changed to 3 to 6 if you are planning to attend.

As for National News, you should have gotten an email telling you that we have closed on the new building. Once those who are doing the remodeling got inside and gave a final cost on their first proposal, it was found that it was well out of our budget. Right now they are deciding what we can afford, new info will be forthcoming.

Hope to see you soon.

Mary B



MVR April Event Hosted by Dick & Sandy Perry

April 27th at Augustana College Football Stadium

Our event for April will be to take part in the Annual Vintage Football Game which this year will include part of the NFL draft. The NFL is celebrating its 100th Anniversary and since the Rock Island Independents were one of the original teams they are going to televise the annual vintage game and hold part of their NFL draft at Augustana College. They would like us to again have antique cars and people in vintage clothes there to add to the ambiance.

The event will be from 1:00 to 4:00 on April 27th.

1:00 – 2:00 will be various events including children activities.

2:00 – 3:00 will be the game reenacting the first NFL game played by the Rock Island Independents which was one of the original NFL teams. The Moline Universal Tractor team (the MUTS) will this year take on the role of the St Paul Ideals since they were the first NFL team Rock Island played. They had to get new shirts.

3:00 to 4:00 will be the actual draft

We will have a special place to park the antique cars. Modern cars will be anywhere else.

There will be food vendors at the event.

If you think you might bring an old car, please notify Dick Perry at 309-762-6563 or email at

rwppack@aol.com so we have an idea about space needed for the cars. A special area will be reserved for us.



MVR Board Meeting

AACA Board Meeting Butterworth Center, Moline, Illinois
April 3, 2019

Present: M. Bartemeyer, F. Bartemeyer, J. Brewer,
J. Conrad, A. Ford, G. Gleason, L. Gleason, M. Lousberg
C. Pearson, D. Perry, G. Smith

The meeting was called to order at 7:02PM by President Mary Bartemeyer.

Minutes of the March meeting were approved by John Brewer and seconded by Alan Ford.

Treasurers report was discussed and filed for audit. We still need 2 club members to step forward to audit last years records.

Sunshine - Jan Brewer sympathy card for her father
Roster -New Addresses:

Betty Knollman :1209 21st Ave A317 , Rock Island, IL
61201

Constance Bell :c/o Tami Schmidt ,2510 95th Ave , Milan,IL
61264

Membership - we now have 121 members

Web Master - no report

Historian - updated membership to show date when members joined

Old Business:

25 members were present at our March 23rd activity
Necessary paperwork has been completed for Collector Car Display at UTHS on July 12th. We need to locate a food vendor. HyVee will be contacted to see if they are interested.

Andover Car Display for June 1st has guaranteed we have reserved parking. We will meet at Southpark at 9:15AM and leave at 9:30AM as a group.

New Business:

We discussed the opening of the new 74 bridge. The Visitors Bureau has nothing planned yet, but they know we are interested in participating in the opening.

Mecum Auto Auctions has looked at a 100,000 sq. ft. building at the Bend of the River in East Moline, If this happens, it could be a large benefit to our club. It could become a nice location for a Grand National in the future.

A motion was made by John Brewer and seconded by Fred Bartemeyer to send \$50.00 to the Library for each deceased member since 2015. There has been 9 deceased members since it was last done. It was also voted to round the amount up to \$500.00. This is in our procedures and policies so it will be sent to the National to get us current. The board will be looking at our By-Laws to make sure they are current and followed.

It was discussed about having a garage night to help members with any problems they have with their cars, but after further discussion it was decided the member can contact National Headquarters for this help.

We have requested August 2022 for another National Show.

Activities:

April 27 - NFL Football Draft details listed elsewhere in the Autograf

May 11 - Kalona, Iowa, details listed elsewhere in the Autograf

June 16 - Fathers Day Breakfast more details to follow at a later date

July 28 - Poker Run details at a later date

Submitted by:

LaVonne Gleason - Secretary

Mark Your Calendars - Got something you want to add? Let Mary B know.

April 27th - We will be showing cars at the NFL draft and football game, in the evening is the Cruiser's first car cruise.

May 11th - Jim Smith will be heading a tour to Kalona, IA and again the Cruiser's cruise in.

May 18th - the Veterans Car Club will hold their first cruise.

June 1- Andover's "MORE FUN ON 81" Festival on June 1 Saturday.

We will meet at South Park near Office Max at 9:15 and depart at 9:30. We will be pacing ourselves for any of the older cars leading our group. Will travel to Coal Valley then to Lynn Center by way of Knoxville Road. We will meet up with Kathy and Stu in Lynn and travel east to Andover.

They have reserved space for us in front of the Museum and many activities taking place starting at 10:00. Museum of course will be open along with the Jenny Lind Chapel House and American Legion building. Lots of activities for kids including fishing, bounce house & robotic club demonstrations. Donut stand in the morning along with homemade pie stand and pork chop supper starting at 4. For more details do a computer search for Andover Days.

Questions call John 563-370-6902

June 8th - Cruisers Cruise In

June 15th - Veteran's Cruise In

June 16th - Annual Father's Day Pancake Breakfast

July 12th - National Collector Car Day in conjunction with UTHS (United Township High School) to promote their automotive program.

Note - All Cruiser events will be held at the Isle Casino Hotel in Bettendorf from 5 to 8. We will meet in the K&K Hardware parking lot and go in as a group for those who want to attend at 5 p.m. Entry fee is a donation.

For the Veterans events, they are being held at the Mississippi Valley Fairgrounds, 2816 West Locust, Davenport, IA. We will meet at the First (East) Parking Lot off of Locust Street and enter as a group at 5 p.m. Entry fee is a donation. Just a way for us to enjoy our hobby and share our autos with the whole automotive community.

MARCH EVENT hosted by Jim Conrad

After avoiding the bridge construction and river flooding on the roadway, the MVR gathered at General Pattern Corporation at 235-40 ST in Moline. Owner, John Knaack, related to us the seventy year history of the corporation, plus a tour of the mold fabricating facility including the CNC machines, precision measurement lab, woodshop, and several industrial molds in various stages of completion. Project automobiles, flat head engines, and his Bonneville Salt Flat experiences were discussed.

Following a slight delay caused by a crossing train, we arrived at the Moline Water Treatment Facility at 30-19 ST.

Rob Bohannon and Barry Kuhl conducted our tour, starting at the river intake through the settling basins, polymer additions, coagulation, clarification, fluoride and chlorine addition, ultraviolet light treatment, and system pumping pressurization.

At noon we gathered at TGI Fridays for lunch and a short club meeting.

THOSE ATTENDING WERE:

Fred Bartemeyer, Mary Bartemeyer, Jan/John Brewer, Jim Conrad, Dave Dellitt, Kathleen/Stu Etheridge LaVonne/Gary Gleason, Jim Hitch, Angela/Robert Kerr, Linda/Roger Lamm, Scott Lohman, Mark Lousberg Jean/Carl Sam Nyman, Sandy/Dick Perry, Val/Kent Reedy, Gary Smith, Jim Smith.

Jim Conrad





V-8 Unit Block Casting (mono-block) *submitted by John Brewer*

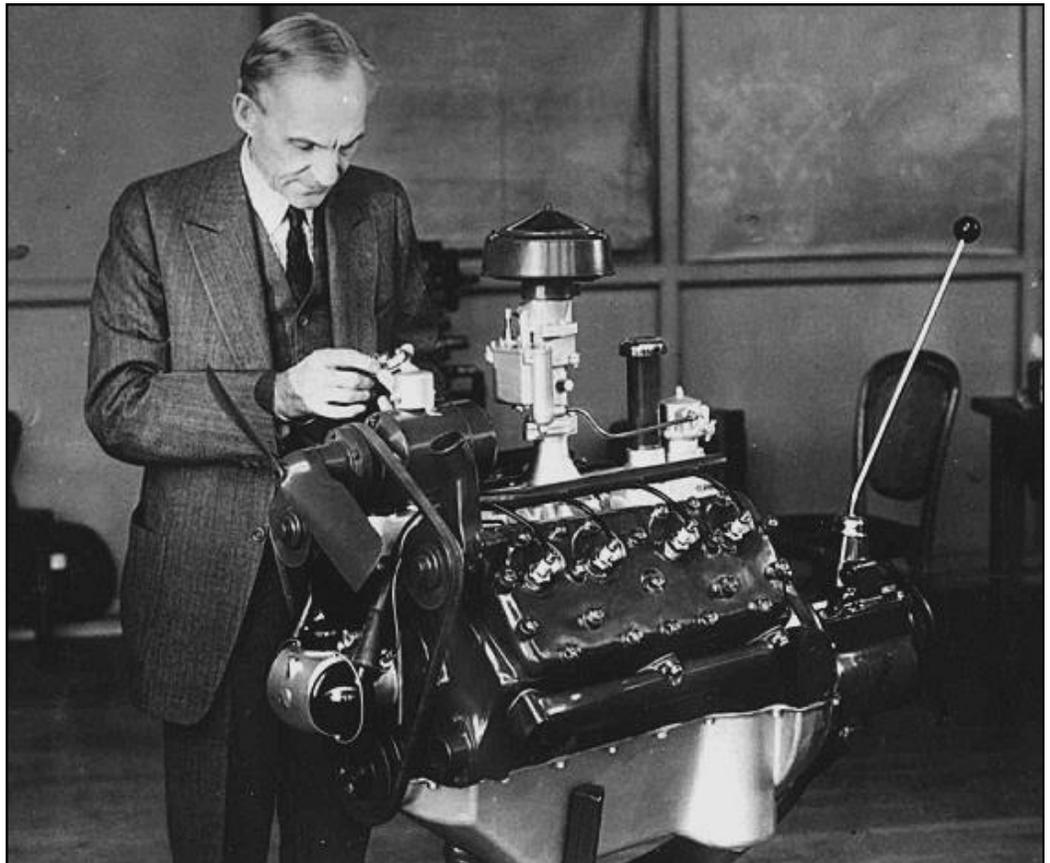
Most early motors constructed had a separate crank case and combustion/piston case. Some had a separate valve area and some were combined with the piston case (blind bore). On in line motors, designs evolved to combine the crank case with the combustion case creating a unit or mono block.

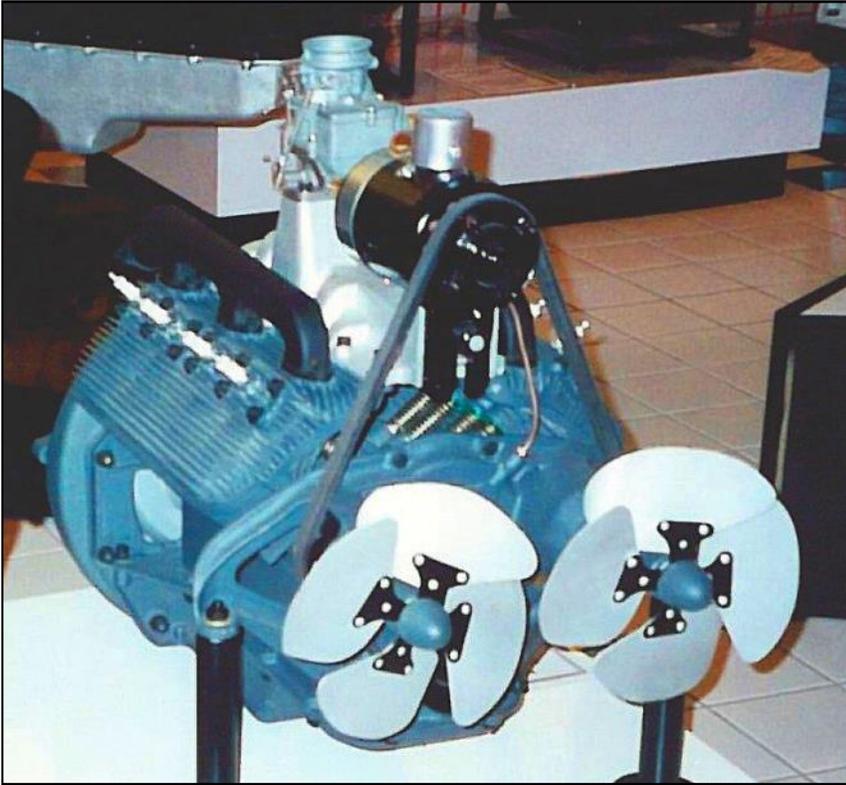
Early V- Motor designs also had separate crank case and combustion case and as the inline motors evolved so did the V. In the V-8's the first was a design by Alanson Brush who trained under Henry Leland. Alanson was an ex Cadillac engineer who designed both a mono block V-8 and V-12 for Ferro Foundry. These V-8 Ferro motors were used in the 1916 Scripps-Booth, Hollier, Jackson & Brisco. It featured inline cylinder banks along with fork and spade connecting rods similar to a Harley. It was an advanced design featuring overhead valves with intake between the banks and exhaust on the outside from the removable heads. Valve gap was easily adjusted from the top of head. Spark plugs were mounted thru block at top of cylinder combustion area. In 1917 GM acquired Scripps Booth.

Second mono block V-8 was GM for the 1929-32 Olds/Viking and Oakland/Pontiac divisions. This was an unusual design being an L head (flat head) and having horizontal valves. Valve gap was adjusted thru a removable pan between the banks. Intake was between the banks with a single exhaust passage thru the block on each side. Banks were offset to provide for side by side rods. These were produced at up to 125 per day.

Third was Ford for 1932 and after reviewing issues with previous expensive designs the V-8 L head motor was developed and proved that a mono block V-8 could be mass produced. Charles Sorensen, who was a pattern maker previously, worked with Joe Galamb's design and Harry Hanson to develop shooting the sand into the flasks from above. Along with vibrating to settle the sand they eliminated hand shoveling and hand packing. The complete mold with 43 cores then went to a moving pouring line at the rate of 100 castings per hour! Soon they were casting up to 3,000 mono blocks a day all due to improvements in the casting department that set the standard for all foundries.

The early Ford V-8 had high scrap rates in the foundry while working out issues and some early 1932 production motors were quietly replaced while improvements were made. One issue addressed later was with the water pumps having to pull water out of the heads rather than pushing water thru the block that had 3 hot exhaust passages thru each bank heating up the water jackets. Changing the water pump locations and adding in the over/under (dual plane) intake manifold with 2 barrel carb in 1934 changed power from 65 to 75 and greatly increased durability. This basic bullet proof design carried thru till being discontinued in 1953.

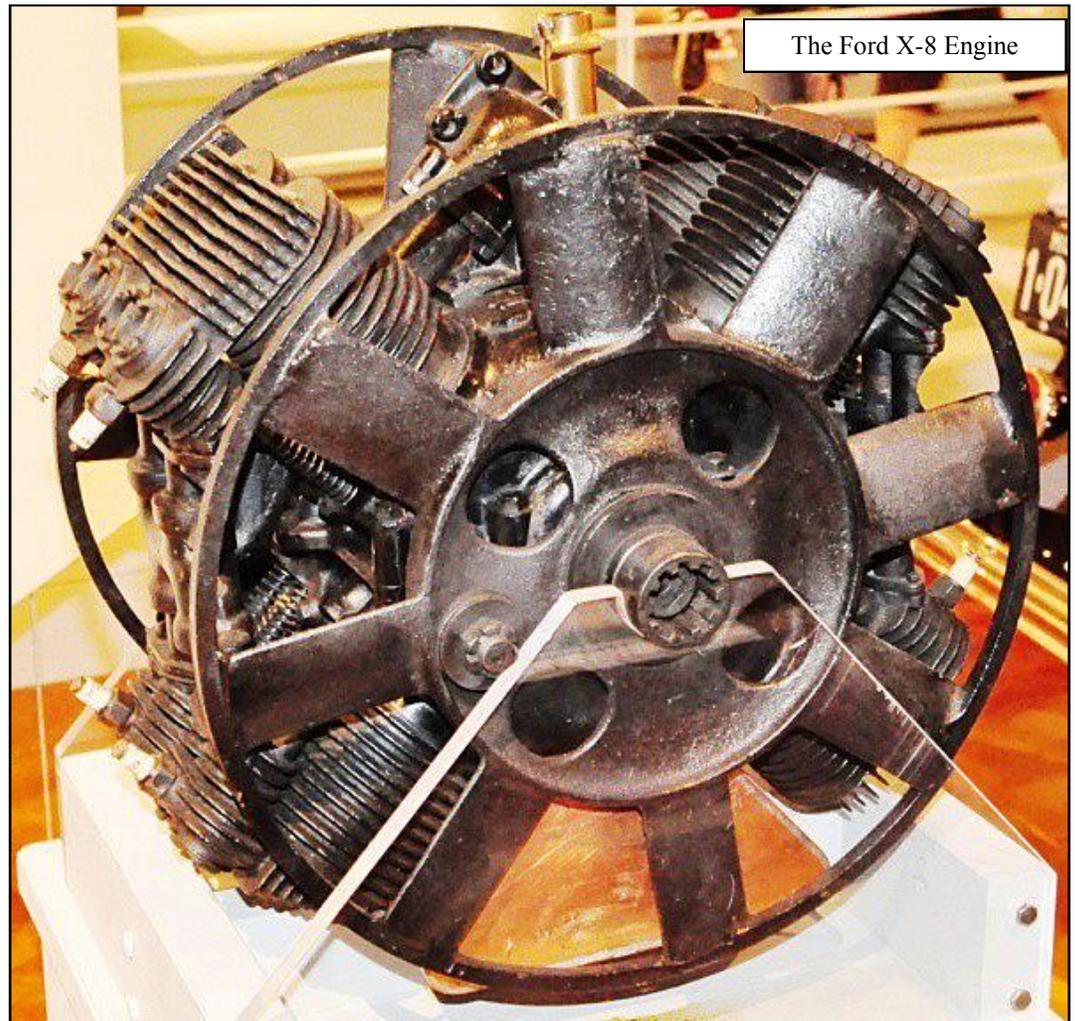


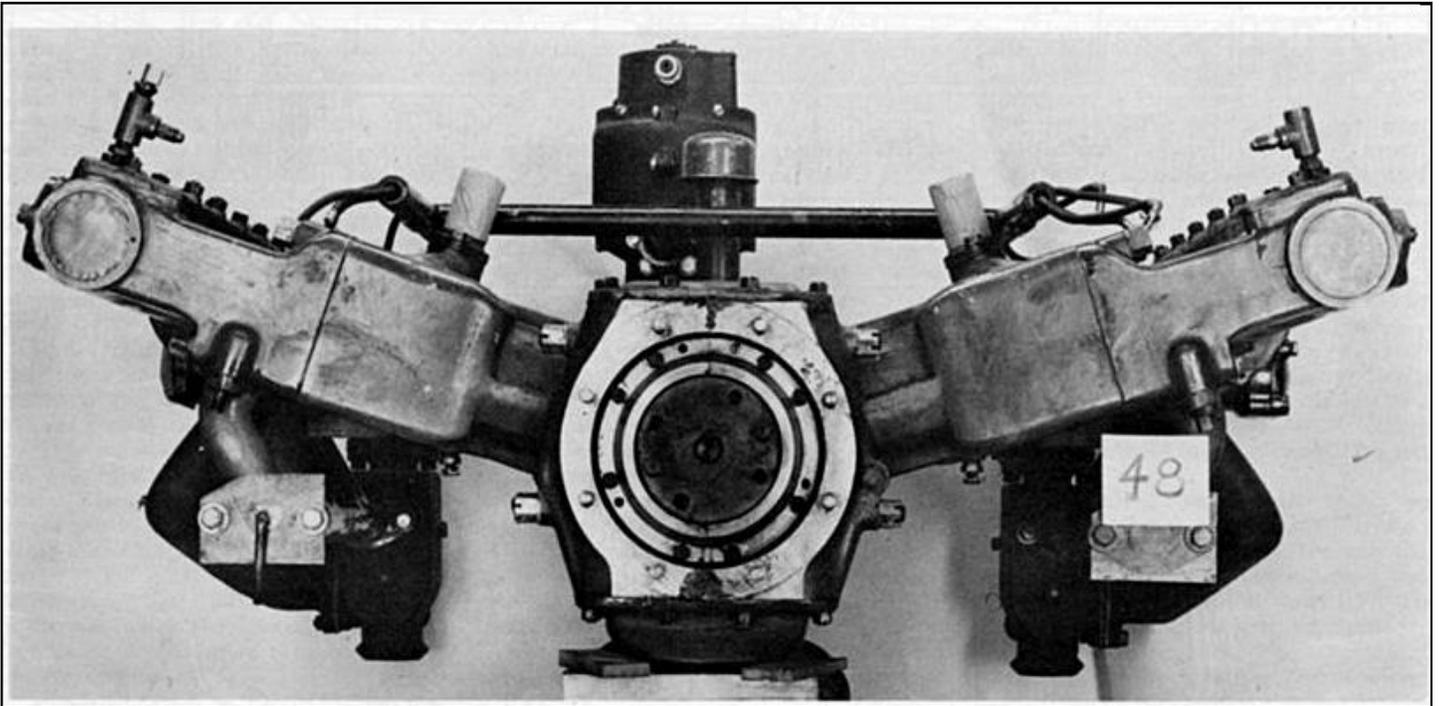


One idea that almost made it in 1932... Henry Ford had considered an air-cooled, light alloy V8 before settling on the new legendary Flathead V8 of 1932.

(Petersen Automobile Museum collection)

While there were water-cooled and overhead-valve versions of the X-8, the primary design settled upon an L-Head layout with air cooling and a fan at each end of the crankshaft. As many as two dozen prototypes of this model were built, and a good handful still exist today, including the example at left on display at the Henry Ford Museum in Dearborn, Michigan. Displacement in these prototypes was typically in the 110-120 cubic-inch range, with a bore and stroke in the neighborhood of 2.5 inches and 3.00 inches, respectively. The flywheel and ring gear doubled as a type of supercharger, but the crankshaft speed was insufficient to produce significant boost, reportedly.





Henry Ford tinkered with an 144" V-10. It amounts to an almost opposed configuration, has single overhead cams, aluminum block, displaces 309 cid.

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GARY GLEASON — HISTORIAN

JIM SCOTT — WEB MASTER
<http://mvr.aaca.com/>

JAN PATTING — ROSTER

AUTOGRAF — jscott16@gmail.com

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Please contact our Clubs Sunshine Chair, Sharon Hoaglund if you know of a member who needs a little cheering up.
 SHARON HOAGLUND
 SUNSHINE