



The Autograf.

A Publication of the Mississippi Valley Region of the AACA



www.mvr.aaca.com

June 2020

President's Message

Blue Skies but Not Clear Sailing

The skies were blue, not a cloud in the sky, and even though I'm one of those wonderful people that have been warned that I should shelter in place, I could not resist. I loaded up my co-pilot and off we went for the Iowa Tour put on by John and Jan Brewer. This is the second tour they have put on. The first one was on the Illinois/Iowa sides and a great success so they planned number two. Having sheltered in place for 3 months, it felt good to get out. My co-pilot was equally willing to come along. This is the longest ride she had ever been on and the biggest amount of people, it was obvious she was not concerned. My soon to be 8 year old golden doodle thought she was the star of the show and strutted her stuff to the delight of all who in turn caressed her and egged her on to strut all the more.

Our Iowa countryside was beautiful. Nice to see the crops are growing, but even better was, that at a distance, I got to talk to someone other than my dog. Hopefully we can continue to do these drives until the economy opens up, but to do so we need those who have enjoyed the tours to help plan the next one. Everyone has a favorite drive they like to take so please give us a hint that we can turn into a nice drive. Continuation depends on your help.

Sunday another great day, we had our first Cruise in at the Country Style Ice Cream Parlor parking lot on Utica Ridge Road. A great turn out with the Quad City Cruisers also bringing some cars. These will continue the last Sunday of the Month through the summer starting at 3:30 p.m. and ending whenever. Thanks to Mark Lousberg for arranging these. Dates for our other events will have to be decided on a case by case basis. Unfortunately I don't see this pandemic ending soon. Then to add to our woes, let's throw in a riot. What a summer.

To say that it was a stunner that the Hershey Swap Meet was cancelled. Although things may have changed by that time, they had to give HERCO a yes or no now.

Stay Safe – Mary B



MVR BOARD OF DIRECTORS MEETING MINUTES COVERING APRIL, MAY, JUNE 2020

Held Wednesday, June 10th in Bettendorf, Iowa

Present: Mary Bartemeyer, Fred Bartemeyer, John Brewer, Alan Ford, Gary Gleason, Mark Lousberg, Dick and Sandy Perry
Absent: Sharon Hoaglund, Jim Conrad, Clair Pearson

Minutes of March 2020 Board Meeting were approved.

Treasurer's Report was approved and filed for audit. UTHS Scholarship funds will remain until 2021.

Sunshine – No report

Roster – Needs to be updated – Voted to table action at this time.

Membership – New member Ed Leahy, son-in-law of Jim Smith, accepted by board.

Webmaster – Mark Lousberg now has Facebook page for our region: MVR Automobile Club of America. The FB info will be on front page of newsletter. The website address is MVR.AACA.com

OLD BUSINESS:

MVR events scheduled for March, April and May were cancelled due to corona virus issues.

Members who attended the May 31 Country Style Ice Cream event with the Cruisers enjoyed themselves. Future events are scheduled for 3:30 p.m. on the last Sunday of month thru September.

NEW BUSINESS:

Many thanks to John and Jan Brewer for the April and May drives covering both Rock Island and Scott County. They were both very enjoyable!

Motion approved to accept paid advertising for the Autograf. Members can run ads free. Non-member ads are \$20/month or \$200 for a year.

MONTHLY ACTIVITIES

June- Father's Day Pancake Breakfast at West Lake, Davenport, IA is **cancelled**. John Brewer has reserved the pavilion for June 5, 2021 for the entire day. Tentative plans include a morning pancake breakfast, country drive, mid-afternoon cookout, use playground, lake for swimming and boating, possibly car games, etc. More discussion will result in naming/identifying this event.

June 19 – Our club has been invited to participate in a car parade thru Friendship Manor where we have 6 members. Meet at Rock Island High School **NORTH** parking lot at 1:00 p.m. and leave at 1:15 p.m.

June 28 – Ice cream event at Country Style at 3:30 p.m. – 5264 Utica Ridge Road, Bettendorf

July 26 – (Sunday) – Meet at Pleasant Valley High School, 525 Belmont Rd, Riverdale (Bettendorf), south of Middle Rd. at 12:45 p.m., Leave at 1:00 p.m. Tour paved roads in Scott County, arriving at Country Style Ice Cream (address above) between 3 & 3:30 p.m.

August – Driving tour/event to be determined. Sandy & Dick Perry looking into various possibilities.

August 30 – Ice Cream at Country Style – 3:30 p.m. (address above)

September 12 – Geneseo Planes, Train and Automobiles is still scheduled per Scott Johnson

September 20 – Butterworth Center Porch Party, Car Display – still scheduled per Butterworth staff

September 27 – Ice Cream at Country Style – 3:30 p.m. (address above)

October 17 – Joint Drive with the Cedar Rapids Region to Maquoketa with dinner at the Decker House.

November 14 – Year End Banquet at River Front Grill, Rock Island, John Brewer, host.

A.A.C.A. – CENTRAL DIVISION NATIONAL MEET hosted by MVR Region: August 11-13, 2022.

OTHER EVENTS

Cruise-in on July 16, 2020 in the parking lot on the alley side of the Bier Stube, 415-15th St., Moline, Illinois at 5PM. Additional events will be on the third (3rd) Thursday of the months (Aug. 20 , Sept. 17 , and Oct. 15 of 2020. Jim Conrad.

Auburn Across America

There is a 1935 Auburn Coupe 851 that will be crossing America next year visiting all 34 cities named Auburn. Dave and Monika Yancey will depart Auburn California on May 2, 2021 and can be followed thru social media daily as they cross the country and we may be able to have them stop in the Quad Cities overnight.

After restoration, this Auburn received First in Class at Pebble Beach features 115 hp Lycoming straight 8, hydraulic brakes, dual ratio rear and radial tires for the trip. As the trip route is defined, more info to come. <https://www.auburnacrossamerica.com/>



Floyd DuVall

I have talked about Floyd before and his influence on me with the old cars and this hobby. The other day I was having a conversation with Randy Ema, who I had previously met at Glenn Pray's Auburn Cord Duesenberg factory in Broken Arrow, OK. Randy is in California and is the ultimate expert on Duesenberg along with Auburn and Cord, even restoring many of Jay Leno cars. In fact, he has all the engineering drawings on all the Duesenbergs (that Glen Pray gave him after purchasing ACD in 1960) along with Lycoming engines and much more. He tracks history and ownership of the Duesenbergs and knowing that Floyd acquired at least two J Duesenbergs from the back of used car lots, when most had forgotten what they were, I inquired as to info on the two that Floyd had owned once and where they are today. He knew of the one that went to Russia but had to further check his records on the other.

First one that was fully running was a J-348 Judkins Custom Berline Sedan, Chassis #2371 that Floyd chauffeured for Alvin and Marie Elmore's wedding. Car is in Pennsylvania and pictured is as is today below.



Continued Next Page

Cars and Ice Cream!



The Mississippi Valley Region took the lead in the car community May 31st hosting the first Cars & Ice Cream event with Country Style Ice Cream. We invited our friends from the Quad Cities Cruisers to join as well as opening the event to all car enthusiasts through the Country Style Facebook page.

The first event saw 33 cars of which 14 were from our club. The participants enjoyed viewing cars, talking with friends, old and new, and of course ice cream. Visit the Mississippi Valley Region Facebook Page to see a video of the event.

The next Cars & Ice Cream will be on Sunday June 28th at 3:30, Country Style Ice Cream, 5264 Utica Ridge Rd. Davenport, IA.



Floyd DuVall, *continued*

The second was J-219 a Murphy Convertible Coupe, Long Chassis #2239. This car needed a lot of work and did not even have a driveshaft. Later Floyd had a purchaser that really wanted this very rare car so the deal was done for the Duesenberg with a trade in of a 35 Auburn Speedster, 29 Ruxton Roadster (just sold last year at \$800,000.00 and also Mr. Kissels private car) and a 1910 Hupmobile (full brass) plus money.... All these top-quality cars were out of the Claven Museum in Canada that was dissolved. This car is now in Russia and pictured is as today below.



Amazing that this little guy, Floyd who was very frugal and reserved, would have owned not only what today are million dollar Duesenbergs, but also a 800 grand Ruxton, that is now going thru a complete restoration, but also a couple of 37 Cords and a couple of Auburn Speedsters and many other brands. *John Brewer*

“Shelter In Your Car Drive #2”



We had 11 member vehicles take a great drive thru the countryside of Scott County on May 30th with perfect weather. Leaving U-haul on Kimberly our first stop was Cinnamon Ridge self-serve roadside shop. We headed east and stopped at Scott County Park for pit stop and then onto Lost Grove Lake. We finished up the drive at Devils Glenn Park in Bettendorf. As opportunities open up again, we can include eating places and picnic drives.

If you have a drive in mind that we can all enjoy just pick a start point, leg stretch stops, maybe a gas stop with restroom and or park stops. The lesser traveled hard pavement is best to avoid traffic. Lead vehicle followed by oldest year vehicles in order helps set the pace. If you need any assistance contact me.

These late planned drives may be the way to go in the future to insure favorable weather conditions for most participation. Key is informing membership by E-mail along with text messaging and members without either to be phoned. First send Mark info by Tuesday and follow up with event reminder on Friday. Of course avoid previously planned main club events on the same day. *-John*

"My First Car" a monthly feature

By Scott Johnson

Well, the first car I actually bought, paid for and owned in my own name was a 1991 Saturn I bought after I entered the Air Force, but that doesn't make for very interesting reading, so I'll go back to one of the cars I drove in high school, the family's 1946 Super Deluxe Convertible.

Those of you who were MVR members prior the early 1990s may have some memories of this car, as my father Wilbur was a longtime MVR member before he passed away in 1998. He owned this car (we always just called it "the '46") since at least sometime in the 1960s, before I was born. I guess today you would call it a "survivor," but back then it was just a scruffy old car. Nonetheless, we would clean it up as best as possible and drive it in the annual Father's Day parade in Geneseo, or the East Moline 4th of July parade in East Moline (with a stop at Don King's house afterwards for refreshments and Don's homemade "fireworks" involving gunpowder and an anvil. (Anyone else remember that?)). During the cleaning, Dad would let me polish the chrome, while he would liberally apply rubbing compound in an attempt to coax out a bit more shine. Unfortunately, the paint had been polished so many times that the red oxide primer was showing through the black lacquer in many places. ("patina" in today's vernacular)

Fast forward about 10 years to 1985, when I finally got my driver's license. Although I learned to drive in the family's 1981 Dodge Aries (thanks for nothing, Lee Iacocca), it was the '46 I wanted to drive most. And drive it I did for the next couple years. Any time the weather was decent, that was the car of choice. By then it was getting pretty beat up. The front seat upholstery was completely shot, with springs showing, so the driver had to sit on a life preserver/cushion from a fishing boat, both to be able to see over the dash and to keep springs from poking into rather uncomfortable parts of the anatomy. Nonetheless, my friends and I took that car all over Henry County (with occasional excursions to "the Cities"). It would haul kids out to the fields for detasseling in the summer. It also made many trips to the Hennepin Canal with fishing poles sticking out the back, earning another nickname, "the fishing car."

As the saying goes, however, all good things must come to an end. In the case of the '46, the "end" was actually a total restoration Dad decided to do as retirement present for himself. Restoring a car was beyond his skill set, so he had late MVR member George Schick do the work. The end result was beautiful, an AACA Grand National and Early Ford V-8 Club Dearborn winner, but it was no longer a car to be driven around the back roads of Henry County. After making the rounds of the show circuit, Dad sold the '46 to finance the restoration of his other dream car, the 1928 Auburn Cabriolet that had been in pieces in our garage for over 20 years. (The Auburn was completed shortly before his death and now resides at the ACD museum in Auburn, IN, on loan from its current owner.)

Fast forward 25 more years to 2016. My wife and I have had a few old cars over the years, including Dad's 1925 Dodge, but I always had in my mind that I'd really like to have a 1946-48 Ford Convertible in "driver" condition. (Not a show car). I happened to be surfing Craigslist (never a good idea) and saw a maroon 1947 Mercury (close enough) for sale in Champaign. This happened to be the week before we were to take our son to his first semester at U of I (the blue and orange one), so I discretely made a phone call and arranged a side visit to see a Mercury. I'll spare you the details, but the Mercury came to live with us. Every time I push the starter button and hear the unmistakable cranking, the roar of the flathead and the hiss of the single barrel Holley 94, I'm transported back to 1985.



Please send the stories of your first car and your first restoration in for publication. **Mark**

My First Antique Vehicle. -A Monthly Feature

Life with Packards - Two Views

By Sandy & Dick Perry

From Her View

My Dad never did like conventional cars like Fords or Chevys. No such mundane, ordinary cars for our family! Dad liked big heavy cars that took a lot of gas to get moving from a stop light but after reaching cruising speed, they moved along the highways with a gentle floating & sinking movement guaranteed to put anyone to sleep in a few miles. In looking back over the years, I can recall vehicles such as a Jeep, a full-size Nash with reclining front seats, then later a smaller Nash Rambler, a Hudson Hornet, two Kaiser Frasers, a Studebaker Pickup truck, numerous Chryslers, and a huge Lincoln that took 2 blocks to turn. Then the Packards started to appear--big, heavy, and not particularly attractive to a Moline High School student whose peers were driving '57 Chevys, sports cars and snazzy convertibles. We kids were "loaned" the use of a '56 blue & gray Packard (known as the "Gray Ghost") that got lots of looks as we tried to sneak into the parking lot without being seen by anyone we knew. The biggest problem was finding enough cash to keep gas in the ol' guzzler, but it did get us to & from school and the farm with lots of reliability in all kinds of weather. Even going off to college did not free me from the Packard Plague. One day, dad showed up on campus with a car for me, a blue 1958 Packard immediately nicknamed "The Fish" by my roommate who burst out laughing when she first saw it.

Mysteriously, more Packards would simply appear around the farm as though being pulled there by a giant magnet. Some were drivable and some had to be towed in, each one followed by a groan from us kids and our mom as we said "Not another Packard!" I was never quite sure where each one came from, but as they kept multiplying like rabbits, people began asking what Dad was doing with so many cars. This caused regular arguments with insurance agents about the number of cars Dad had as it looked like a dealership was indeed going on. The only hindrance to that definition is that dealers do regularly sell their rolling stock but Dad never did.

One day, Dad drove in the driveway with a dark green 1940 Packard and a big smile on his face. This car was different from



the rest in looks and age! It had running boards, suicide doors, a bustle back, a gleaming chrome grill, scratchy wool upholstery, a banjo steering wheel, a simulated wood dash, and a full-width foot rest and handle pulls for back seat passengers. These were features the "newer" Packards didn't have, so we kids were intrigued, but Mom was upset with Dad for buying this car in Chicago and bringing it home. With a family of six struggling to make a living on our small farm, there were many other pressing demands for those precious dollars.

One Sunday Dad drove our family into town for Sunday School and Church services, beaming and proudly showing interested church friends our newest "old" car while Mom frowned and seemed quite embarrassed about being seen in the Packard. Shortly after that, the car ceased to be driven with little said about why, but I later learned that the gas tank had developed a leak and it would require major surgery to replace. Due to my college and work responsibilities, the car faded into the back of a shed where it was considered an invader of the limited

space we had for work and storage. As time went on, the car became a useful storage area for numerous items purchased for farm or automotive use. Family members went off to college and other parts of the country, forgetting about the dusty old 1940 Packard tucked away sometime in 1963. And there it stayed until



From His View

My first visit to the "farm" after Sandy and I started dating was an eye-opener. I thought I had stumbled across the set of a low-budget Sci-Fi movie called "Where Packards go to Die". It seemed that everywhere I looked there was another rusting hulk of a 50,s Packard. I counted about 27 of them. Then I noticed there was some diversity in the form of a couple Kaisers, a Hudson, a Studebaker, a 1960 Lincoln the size of a small aircraft carrier, and miscellaneous Chryslers tucked away in the sheds, about 48 cars in all. I started to get panicky. Maybe this was Sandy's dowry. Was it time to think about a prenuptial agreement?

After we were married and I was at the farm more often, I grew to see the cars for what they really were, a junkyard. However, tucked away in a shed was one that caught my attention. I had always liked antique cars though never figured to have one, but there underneath a lot of dirt and junk was a 1940 Packard 120. It was complete and undamaged. For many years I kept mentioning the car to her dad and brothers that someone should really do something to save it but there seemed to be no interest. It was driving me crazy watching the car deteriorate. An opportunity to put in a bid finally arose in 1995 when the old tractor shed needed replacing. We told Sandy's dad that we would help tear down the old shed and help build the new one if we could have the car. We even paid to make the new shed bigger so there would be a place to work on and store the Packard. The idea was just to try to clean it up and get it running.

The shed project took almost a year so it was 1996 before we could focus our attention on the car. Sandy's dad had purchased the car in 1962 from the son of the original owner in Chicago and had only driven it a few hundred miles when it developed a leak in the gas tank so he parked it in the shed in 1963. A couple of weeks cleaning of out the inside (it was used for storage) and we pulled it out into the daylight for the first time in 33 years. After blasting with a power washer it did not look too bad, no dents little rust, and only 34,400 miles on it, although the interior had obviously been home to many families of critters as evidenced by the walnuts in the heaters and hundreds of plum pits, from the orchard, under the rear seat. Inside the glove compartment were the original owner's manual, sales brochure, warranty cards, and a notebook kept by the original owner meticulously listing everything ever done to the car. It definitely looked like a keeper.

After doing a lot of dismantling, we decided it was too good not to do right so we shifted gears and set off on a complete restoration not knowing what we were getting into but still thinking in terms of a driver. As usual things got carried away and we were on our way to creating a show car. It's amazing what a lot of effort and several buckets of money can accomplish. By this time we had joined the Mississippi Valley Region car club and were ready to drive around in our "new" old car when Chuck Hoaglund and Don Mitchell butted in saying we should at least take it to the AACA National Meet in Cedar Falls since it was so close. Winning our First Junior our first time out put us into show mode so now we had to add a trailer and all the stuff necessary for the show circuit. All I had wanted to do was save the poor car and tinker around with it.

Well, now that we have our Senior and been to a Grand National, we can get back to plan A and driving the car. We have driven it on many club tours. We were able to take Sandy's parents to their 60th anniversary party in it, which seemed appropriate, and we are hoping to do more touring. We won't get that carried away with a car again we thought! After a few years I decided that you can't have just one. Now sandy began thinking she should have had a pre-nup agreement. However, with the Packard, two Dodge Brothers cars, and a 1963 Studebaker Hawk and a big new garage to store them in we have had many years of fun and made a whole lot of friends across the country and even some in other countries.



20 Years Ago in the Mississippi Valley Region.

By Gary Gleason

MVR AACA June 2000

The car display at Geneseo Motors was revived after a 2 year hiatus. The event was arranged by Dick Shutt but was limited to 20 cars instead of the usual 50.

Plans were progressing for the club to host the 2001 AACA Grand National.

The MVR AACA has been invited to display cars at the Mark of the Quad Cities in a reception for the cars of the History Channel's Great Race.

The Father's Day Pancake Breakfast has been moved to the Rock Island Arsenal.

Jim Scott put together a social at Ryan's Steakhouse. Event was attended by 30 people and 8 cars despite threatening weather. This will be a monthly event.

Reservations were being taken for an August bus trip to Indiana.

There were 157 paid members.

Website Changes!

Our Webmaster, Dwayne Cederblom is doing some behind the scenes changes to our club website. One big project is a page showing every member's car. ***He needs your photographs.***

Dwayne asks that you email him a picture of your car that is 1 mb or less. This is optimal for our website system.

Send your car photo along with the car's description (year, make & model) to dwaynec48@gmail.com



DID YOU KNOW?

The famous logo was created by Chide Harold Wills who was Chief Engineer from the beginning for Henry. He also worked on the 999 race car, Model T, adapted the transmission from Olds that the Dodge Brothers built for both and the removable cylinder head. In 1919 he left Ford and began Wills Sainte Claire Company developing shaft driven overhead cammed fine vehicles. -John



Photo Courtesy of the Henry Ford Museum

Hamerlinck Construction



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Open Hours
Monday - Friday : 9am-6pm
Saturday by appointment only

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