



The Autograf.

A Publication of the Mississippi Valley Region of the AACA



www.mvr.aaca.com

September 2020

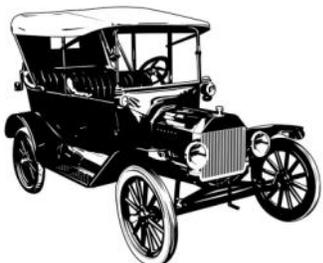
President's Message

Wow - Two fantastic events, one held by the Perry's and the second by the Scott Johnson's. I have talked to many people that found the right answers to their Scavenger Hunt (even if perhaps a little cheating was involved) and received a prize. The route was great and the prizes even better. A lot of planning goes into doing an event like this, so please show your gratitude for their efforts.

Scott and Jennifer Johnson started cooking at 7 a.m. on Friday. The smoked pork was delicious and Jennifer's desserts divine. They even dished it up for us to be in compliance with the Covid instructions. Yes, it did rain, but Scott's new garage was just the right size to accommodate those who attended. We have to realize that our group is getting larger. Please in the future, read the notifications closely so that you know when you need to bring your CHAIR and when RESERVATIONS need to be made. It takes only a second and if all fails, give me a call 563-340-3266. Although they did not expect to receive payment for the event, we did give them our \$50 monthly budgeted event fee. THANK YOU for a great event,

I missed the Perry's event because Fred and I headed for Gettysburg for the AACA Grand National. What a gorgeous field of 484 cars, all of them looking perfect. Glad I was in Admin and didn't have to judge the field. It is quite certain that 98% of the show cars traveled to the meet in trailers. To look over the sea of trailers was almost as impressive as the meet itself. Cars were placed well apart and face masks were worn. Awards were given on the field at 3:30. The only meal option was on Friday when we drove to Hickory Ridge Farm. If you are ever in the Gettysburg area, it's a neat place and served country-style meals in an outstanding setting. I was amazed at the extent that the hotels put forth. The Gettysburg Hotel sanitized the room before you arrive and no staff went in while we occupied it. If you needed towels you could pick them up at the front desk. After the meet, we drove to Wilmington, North Carolina to pick up Fiero literature and then on home. 3000 miles in four days was a lot but it felt so good to get out of town.

Don't forget Cars and Ice Cream the last Sunday of every month through October. Bring your lawn chair enjoy the ice cream and all the cars. Even though Mark Lousberg has made all the arrangements, it's not just our club that attends. All are welcome, bring a guest.



– Mary B

MONTHLY ACTIVITIES

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

September 27 – Ice Cream at Country Style – 3:30 p.m. – [5264 Utica Ridge Road, Bettendorf](#)

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, **CANCELLED**

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

OTHER EVENTS

September 19— Smoke on the Water BBQ & Car Show. 300 79th Ave. W. Rock Island. 9am—4pm. Register at qcskyfit@gmail.com

September 26—Faith Lutheran Church Benefit Car Show. 1611 41st Street. Moline, IL. Registration 3pm—4pm. Show 4-7pm.

-Retraction-

As most of you remember the Antique Automobile Club of America and the AACA Museum, Inc. have parted ways. In our legal separation, it has been written that neither the AACA Museum, Inc or the Antique Automobile Club of America (aka AACA) can promote the other in writing. By doing so we could lose our Region status. Mark was not aware of this at the time of printing so bears no burden of doing so.



When did you last look at our website?

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

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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 next Cars & Ice Cream will be on Sunday September 27th at 3:30, Country Style Ice Cream, 5264 Utica Ridge Rd. Davenport, IA.

R&V Knight GOES BACK HOME *by Neil West*

History of Company

The R&V story started in 1899, when Orlando J. Root and William H. Van Dervoort formed the Root & Van Dervoort Engineering Company in Champaign, IL. Their first products were used in steam locomotives. In October of 1900 they announced that they were entering the stationery engine manufacturing business. By December, they were making four sizes of engines from 1 ½ to 4 horsepower. The engines were very successful, and the company was soon looking for a place to expand. In April of 1901, they purchased a building in East Moline, Illinois. East Moline was selected because other manufacturers, such as the Moline Plow Co., Rock Island Co., and John Deere Co. were already in the area. Root and Van Dervoort continued to grow. In 1902 R&V reached an agreement with the John Deere Company to market their engines through the Deere & Weber branch house in Minneapolis, Minnesota. The association with John Deere made them recognized as a quality product and greatly helped their sales. Factory expansion quickly followed.

In March of 1904 a subsidiary was formed to build cars. The nearby Wright Carriage Body Co. provided bodies and R&V built a 2-cylinder 12 horsepower engine for the car which was named the Moline. A 4-cylinder option was soon added. The Moline Auto established a good reputation.

In April 1913, William Van Dervoort learned of the Knight engine being built in England. The Knight engine replaced the poppet valves with reciprocating sleeves around the pistons. There were two sleeves around each piston. One controlled the intake, the other the exhaust. Two camshafts coordinated the movement of the sleeves. This design resulted in a more powerful engine that was quieter and longer lived. In 1914 the cars were renamed the Moline Knight with a 4 cylinder 50 horsepower engine. The Moline Knight established itself as a very reliable car. The R&V stationery engine was also a well-known engine selling in connection with John Deere equipment.

(Continued next page)

R&V Knight GOES BACK HOME continued

In 1920 the Moline Knight name was abandoned in favor of the R&V Knight trademark. New body styles and design changes were made. A six cylinder engine was offered. Production of both 4 and 6 cylinder autos would continue until 1924. Total R&V cars built were 2588. (7 have survived)

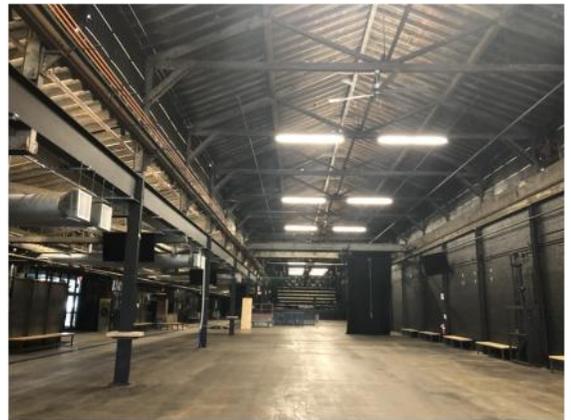
Fast forward to 2011

Chuck Hoaglund, a local antique car club member noticed a 1922 R&V car listed for sale on EBay. Chuck wanted to see the car return to the Quad city area. He contacted members of the car club whom he thought might be interested. Since I owned a 1917 Velie, also made in the Quad Cities, I was included in those contacted. After some discussion among those interested, I was the winning bidder. Since the car was located in Ontario, Canada, I needed to decide how to get it home. I chose to use a commercial carrier. Getting it through customs was an experience, but it arrived safely.

The car was in excellent shape as described by the seller. I have enjoyed driving and showing the car. One of the things that I have learned that unlike the Velie, very few people have even heard of an R&V car. Chuck helped me arrange to have it on display at the Rock Island County Historical Society museum in the carriage house for about a year.

It was my goal to have more people see it. Larry Anderson owns East Moline Glass and the land where the R&V manufacturing facilities were located in East Moline. He owns a couple of R&V stationery engines and was interested in purchasing an R&V auto to display at his business. I agreed to sell the car to him mainly to have it seen by more people. When we delivered the car, we drove it into one of the original factory buildings. On a tour of the remaining buildings, we could still see some of the rail tract used to move parts to the assembly area. Outside you can still see part of the test tract where each car was driven.

Note: for reference I have used John Nikodym's book The R&V Story





Open Hours

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

Contact info

3011 Devils Glen Rd Bettendorf Iowa
52722

P: [319-621-4245](tel:319-621-4245)

E: midwestdentdrp@gmail.com



SCAVENGER HUNT

Perfect August weather pulled 12 carloads of MVR folks excited to participate in a Country Drive/Scavenger Hunt devised by the Perrys. We gathered in the King Plaza, Moline parking lot at 10 a.m. August 22 and reviewed the maps and the directions, which included 24 questions that required observable responses. A few bonus questions were thrown in to mix things up. Our 35 mile route took us south of Moline, around the QC Airport and into the country, coming back thru Orion and then the surprise for many: a real castle surrounded by woods and cornfields, known as Warner Castle. We all managed to get to our ending place thanks to New Hope Baptist Church in Coal Valley where we enjoyed our picnic lunches in their private pavilion and reviewed all the right and wrong answers. Much to our shock, we discovered that cell phones provided some answers or clarification on questions!! With lots of hilarity, we concluded by distributing prizes and saying good-byes. We hope others will try a scavenger hunt sometime.

Participants:

Jim Conrad, Sharon Hoaglund, Clair and Carol Pearson, Stuart and Kathy Etheridge, Bob and Angie Kerr, John and Jan Brewer, Scott and Jennifer Johnson, Jim Smith and Jean Moffatt, Kent and Valerie Reedy, Wayne Scherer, Jim and Kay Scott, Gary and LaVonne Gleason, Dick and Sandy Perry.

There were 9 antique cars.

Submitted by Dick and Sandy Perry -



Please send the stories of your first car and your first restoration in for publication to Mark at

My First Antique Vehicle. *-A Monthly Feature*

By Wayne Scherer.

My Dad had come up through the horse and buggy era into the early auto era and always talked about Grandpa's first car, a 1911 or 12 EMF. (Kiddingly known as "Every Mans Friend" or Every Morning Fix-it.)

When Dad was 11 or 12 years old his Uncle Jim had bought a new brass 1910 Model T Ford, one of the first cars on 38th Street in Rock Island. One Sunday the family was visiting Great Grandpa who lived across the street & half a block away from Dad's home. As a young boy Dad was enthralled at looking at Uncle Jim's brass T. Suddenly Uncle Jim said, "You want to drive it kid? Then climb in there and press down on that left pedal!" Dad said they went out the driveway, down the road and up into his home driveway. As an 11 year-old boy to drive his first auto he felt he'd just went around the world in an air balloon and the Model T Ford was a favorite from then on. He did own a couple Model T's later in life.

I was always interested in getting one to enjoy and play with, a big piece of the Americana! While going through basic training in the U.S. Army at Fort Carson, Colorado I somehow saw a For Sale ad in a publication for a 1922 Model T in Galesburg, IL. I kept the ad and in a few weeks later on a two-week leave before being sent to Germany for one and a half years, I drove to Galesburg from home to see the car. A young man who ran a Texaco station there had bought the car in the Bay Area. No top or top bows, no upholstery left, only the seat springs. He asked \$350.00 but as a soldier I didn't have that much money and got him down to \$325.00. I came home and the next day my folks and I drove back down to bring the T home. I didn't know how to drive a T even though over 15 million Americans did know!! I had read



many times about the 3 pedal system and 3 position side lever, but I knew Dad did know. We put a flat 1 inch board on top of the metal seat springs and threw a car blanket over the board. Dad climbed in, backed out in to the street and drove up to a 4 way stop light. I mentioned to the seller I hoped Dad would be alright driving back home on Route 67— he smiled and said "Those old guys know how to drive 'em." *In writing this article now I figured out how old my Dad was when he drove T home from Galesburg—54. I am now in my mid 80s. I sure wish I could be an "Old Guy" now at 54!* I followed all the way home and we finally arrived an hour late for the farm chores. When Dad stepped out on the ground he said "My rump is flat." The second thing he said was, "Well kid, I think you got a good one." While in my duty time in Germany some of the guys had pictures of their wives or girlfriends posted on the inside of their clothes cupboards—I had a picture of my new Model T!!

There are many, many stories written about the Model Ts but one of my favorites is about the several camping trips over the years taken by Henry Ford, Thomas Edison, Harvey Firestone and President Harding. They were known as the Vagabonds. They had quite an entourage of people and vehicles on those trips into the country side. A large Lincoln car turned into a kitchen truck, other Lincolns & Packard cars for the people. One day in Ohio or Kentucky one of the large cars became stuck in a mud hole on a country road. A local farmer came along with his team of horses pulling a wagon. They asked him if he would un-hitch his team and pull their vehicle out. He said, "I'll do better than that, I'll get my Model T and pull you out." In a few minutes he was back with his car and a long rope and pulled them out. This tickled Mr. Ford so he got the farmer's name and a couple of weeks later a brand new Model T was delivered to his farm compliments of Henry!

Triangle Inn

1650 1st Ave.

Acquire When Available

The below picture I took when cleaning out the scrap pile and taking it in to recycler. Included in my pile of cast iron is a 1927 Dodge Brothers Fast Four crank and cam. I had acquired the complete motor, clutch, and transmission years ago and had thought of putting it all in a model T. What an improvement that would have been!!! Like many thoughts this one passed, and I advertised it in the Dodge Brothers newsletter and received no response. Listed it on E Bay and it went to the high bidder who just wanted the motor bare block. I learned that the bidder was crew chief of the "Montana Dodge Boys Fast Four Special" www.fastfourspecial.com . Ford held the 4 cyl flat head land speed record for 60 years at 98.6 mph till the Fast 4 showed up in 2008 and hit 108.4 mph and it has held the record ever since. In 2017 they set the record at 150.14 mph. Now this 245 cu in motor starts out with forced lubrication, 5 bearing cam and crank (balanced). This advanced motor was made for only 8 months leading up to the Chrysler corporation 6 flat head's exclusive use in everything. So, motor blocks are very special for them to obtain. Now these Montana boys use the standard block per the rules but everything else in class V4F is special all the way up to using a blower. Now it is horrible to discard any old motor parts especially a complete motor assembly that runs but you can't keep everything till someone may have to have it so good lesson to acquire parts when available for a vehicle you have whether you need it or not. The parts going along with your car may someday keep it going.... At least my motor block may be living on to set new records...

John Brewer



20 Years Ago in the Mississippi Valley Region.

By Gary Gleason

MVR AACA September

63 vehicles including 20-30 non-member cars were displayed at Krieger Motors in Orion. This was in connection with the Orion Festival. The club received a check for \$500 from Kriegers

Plans are progressing for the 2001 Annual Grand National Meet

Cy Galley has created a MVRAACA web site.

Several members won awards at the AACA Central Division Fall Meet in Waukesha, Wisconsin
Jim and Ann Scott 1955 Cadillac-2nd Junior, E.J. and Linda Viet 1935 Packard-1st Junior,
Dick and Sandy Perry 1940 Packard-Senior. Mike and Audrey Birmingham also attended to
lend moral support.

A tour was also planned to Wildlife Prairie Museum and Wheels of Time Museum in Peoria.

There were 163 paid members.





Many thanks to Scott and Jennifer for hosting the club members at their house on Saturday, September 12th. Great food and great fellowship!



MVR Officers

PRESIDENT

Mary Bartemeyer
2904 Cambridge Dr.
Bettendorf, IA. 52722
563-340-3266
mbartemeyer@yahoo.com

VICE PRESIDENT

John Brewer
800 Idaho Avenue
Davenport, IA. 52804
563-370-6902
jwbrew15@aol.com

PAST PRESIDENT

Dick Perry
724 43rd Street
Moline, IL. 61265
309-762-6563
rwppack@aol.com

TREASURER

Gary Gleason
123 Short Street
Bettendorf, IA. 52722
563-386-4649
ggleason@aol.com

SECRETARY

Sandy Perry
724 43rd Street
Moline, IL. 61265
rwppack@aol.com

MVR Board of Directors

Jim Conrad
3513 49th Street
Moline, IL. 61266
309-797-5750
nova1975ln@mchsi.com

Alan Ford
633 33rd Avenue
Moline, IL. 61266
309-517-1453
alanford@mchsi.com

Clair Pearson
8522 55th Street
Coal Valley, IL. 61240
309-737-0581
nspsc103@aol.com

Fred Bartemeyer
2210 Hickory Grove
Davenport, IA. 52804
563-340-5897
fbartemeyerjr@q.com

Gary Smith
2612 East Lombard Street
Davenport, IA. 52803

Mark Lousberg
5101 11th Avenue A
Moline, IL. 61265
309-373-2169
mplousberg@hotmail.com

MVR Committee Chairs

SUNSHINE

Sharon Hoaglund
3641 8th Street Court
East Moline, IL. 61244
309-755-4906

HISTORIAN

Gary Gleason
123 Short Street
Bettendorf, IA. 52722
563-386-4649
ggleason@aol.com

WEBMASTER

Dwayne Cedarblom
563-386-4649
dwaynec48@gmail.com

ROSTER

Jan Patting
2617 29 1/2 Street Court
Rock Island, IL. 61201
309-788-6985
janpatting@sbcglobal.net

AUTOGRAF

Mark Lousberg
5101 11th Avenue A
Moline, IL. 61265
309-373-2169
mplousberg@hotmail.com

