

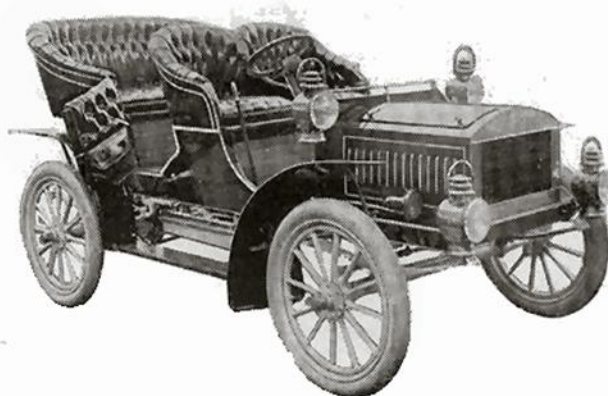


On The Road, Again!

VOLUME 9

NUMBER 2

MAY 2005



An AACA Master Editor Award Winning Publication



BRASS-NICKEL
TOURING REGION AACA



BRASS-NICKEL TOURING REGION AACA

http://www.aaca.org/bntr/
Email: bntr@hotmail.com



1998 - 2004

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The Brass-Nickel Touring Region is a non-geographical region of the AACA. Membership is open to all members of the AACA who have an interest in motor vehicles 1931 or older. The main emphasis and focus of the region is touring. Annual dues are \$10.00.

On the Road, Again! is printed in an 5½ by 8½ inch booklet format with the cover being printed on an 8½ by 14" paper.

This index appears on the inside flap of the cover.



On The Road, Again!

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May 2005

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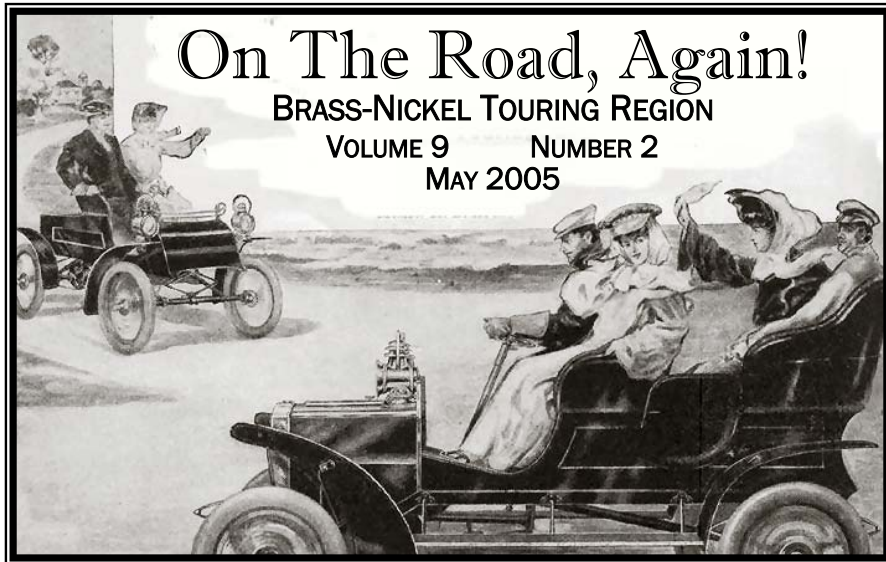
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BRASS-NICKEL
TOURING REGION



A MESSAGE FROM THE PRESIDENT

Hi,

Well, the first tour of the season is behind us and despite threatening skies all day, we had an excellent turnout. (Please read the review on page 6). I want to thank Riley and Sandra for planning the last tour. It was most interesting and glad we did not stop at the one store that had the morning and afternoon crawlers!

Unfortunately Peggy and I are unable to go on the next tour to the Outer Banks. I will be the head judge at a Chevrolet Show that Saturday and was already committed to do that. Catch you on the Cherryville Tour in July.

Floyd Barnes
2005 President





Franklin

**MID-WEST REGION
SPRING MEET**

WWW.FRANKLINCAR.ORG

MAY 26-29, 2005

The Franklin club will be holding its Region Spring meet in Burlington NC this year. This is the first time that the meet will be held in North Carolina. The annual national meeting is held each August in Cazenovia New York.

Mary and Otto Watson are hosting the event the weekend of May 26-29. As of May 1, ten Franklins have registered and are coming from Wisconsin, New York, New Jersey, Illinois, Michigan, Rhode Island, Pennsylvania, Kentucky and North Carolina. More are expected to sign up as the registration deadline approaches.

They have three full days of activities planned. Although no public displays are planned, this might be an excellent opportunity to see some beautiful cars. So - you might want to take a trip to Burlington this May.



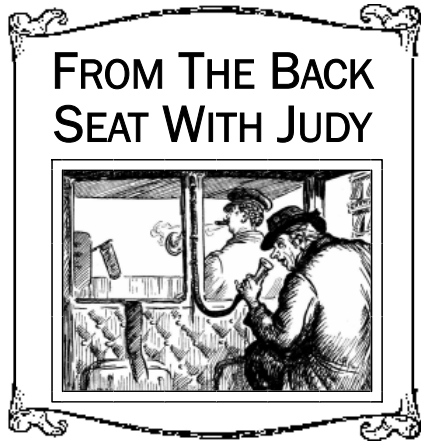
Host Hotel: Best Western
770 Huffman Mill Rd
Burlington NC
(336) 584-0151

Agenda

May 26-They will drive to Mebane NC and visit the Iron Gate Winery and tour the Craftique furniture plant.

May 27-They will visit the Alamance Museum and Battlefield and the Richard Petty Museum in Randleman NC. Friday night there will be a bar-b-cue dinner at the Alamance Region AACA clubhouse.

May 28-They will tour downtown Burlington and the restored Depot and Train Station and visit the Glencoe Textile Mill Village and Museum and Replacements China. The closing banquet will be Saturday night at the Best Western.



The first tour of the season is behind us and despite a threatening forecast was a success. Please read Riley Reiner's review on page six. Thanks you Sandra and Riley for hosting this tour.

One of the stops on the Warren County tour was to Cokesbury of Warren County. Since Bob and Lynda Miller live in Cokesbury of Harnett County, the tour paused at the sign so that the Millers could get their picture taken at the Cokesbury sign of Warren County.



Although there is no admission fee to visit the Norlina Railway Museum, donations are accepted. A special thank you must go to Fred and Ann Mulchi who made a donation to the Norlina Railway Museum on behalf of the Brass-

Nickel. Thanks - Ann and Fred.

Our next tour of the year is to the Outer Banks North Carolina. Dan and Jean Fuccella and Riley and Sandra Reiner have been working hard planning this tour. Please read the article on page four for the details. If you would still like to go, operators are still standing by to take your call.



POCKET GUIDE

Please make the following changes to your 2005 Pocket Guide to the Brass-Nickel Touring Region.

Floyd & Peggy Barnes
Cell Number -(xxx) xxx-xxxx

Fred & Ann Mulchi
xxx xxxxxxxxxxxx
xxxxxxxxxxxx xx xxxxx

IN THE LEGISLATIVE CORNER

The NC General Assembly has had a very active session this year. There is currently only one House bill, HB 1223, in the that would have an impact on the NC antique car hobby. There are several others that would impact us as drivers on NC highways. Please see the article on pages 8-10 for details.

Besides these that I have written about they is one bill that we also need to keep an eye on and that is HB 1433, which is a bill

(Continued on page 23)



OUTER BANKS TOUR

Date
May 20-22

Tour Chairmen
Riley & Sandra
Reiner and Dan &
Jean Fuccella

Host Hotel:
Elizabethan Inn
814 Highway 64 East
Manteo NC 27954
(252) 473-2101
Rate: \$89 per night
minus 10% for AARP
or AAA includes tax

AGENDA Friday-May 20

The weekend tour to the Outer Banks will begin at the Elizabethan Inn at Manteo on Friday, May 20th. Check-in time begins at 3:00 p.m. Dan will be checking to find out each group's arrival time. We will plan to have dinner together Friday evening.

Saturday-May 21

We plan to assemble Saturday morning at 9:00 a.m. We will spend Saturday morning in the Manteo area to allow for late arrivals. There are several possibilities of activities in the immediate area and we will let the group's input decide what to do. The Elizabethan Gardens is 3.5 miles west (Adults - \$6, Seniors 62+ -



\$5); Fort Raleigh (free) is 3.5 miles west; the N. C. Aquarium is 2 miles west; and the Roanoke Island Festival Park—a 25-acre site with visitor activities including 16th century soldiers in the settlement site and the Elizabeth II are some of our choices. If there is extra time, the Atlantic Ocean is only 6 miles east, downtown Manteo is 1 mile, and the Tanger Outlet Center is in the immediate area.

After lunch we will head south to the Cape Hatteras Lighthouse. Admission is \$6 for adults and \$3 for 62 and over. We will tour as much of the area as time permits.

Saturday night we will remain at the Elizabethan Inn. Sunday morning we will head to Kill Devil Hills to see the Wright Brother's Monument and the Curri-tuck Light (\$6) and Coast

Guard Station.

Room check-out is 11:00 a.m. so we will need to pack before we leave Sunday morning. We plan to return to the Inn around 2:30 p.m. to load trailers and head home.

For questions or additional information, contact Dan Fuccella at xxx xxx-xxxx (cell phone) or Sandra



Reiner at xxx xxx-xxxx, (cell) xxx xxx-xxxx or e-mail her at xxx@xxxx.com



Kill Devil Hills

How technology changed the history records. Most people believe that the historic flight took place in Kitty Hawk. This is not exactly true, despite what the history books say.

The day the Wright brothers made their historic first flights at Kill Devil Hills, five miles south of Kitty Hawk, they were justifiably euphoric and wanted to share the news with their father. The only way to get word to him was by telegraph, and the nearest telegraph station was in Kitty Hawk.

Thus with a telegraphed message datelined Kitty Hawk and not Kill Devil Hills, technology changed the way this historical event was recorded for posterity.

MAN WILL NEVER FLY SOCIETY

Since 1959, the Man Will Never Fly Society meet every December 17, the anniversary of the Wright brothers historic flight, met in Kitty Hawk. Saying that the Wright brothers faked that flight by using a bicycle to pull the airplane, the primary agenda of the members of the society is too have a good time on the ground.

2005 AACA EVENTS	
Abbreviations:	
D-Division N-National Ch-Chapter	
M A Y	14 Alamance Region Meet 26-28 Eastern DN Spring Meet Greensburg PA 29- Founders Tour June 3 Myerstown PA
	11 Coastal Plains Ch, Washington 17-18 Central DN Spring Meet Rochester MN
J U N E	7-9 Central DN Spring Meet Warren OH 29 AACA Grand National Northglenn CO 30 Western DN Fall Meet Northglenn CO
	6 General Greene Ch Greensboro 14-18 Eastern D Tour Shelter Island NY 29- Vintage Tour Sept 2 Solomons MD
A U G	10 San-Lee Ch, Sanford First Capital Ch, New Bern 11-16 Glidden Tour, Altoona PA 17 Charlotte AutoFair Morehead City Ch 22-24 Southeastern DN Fall Meet, Jeffersonville IN 24 NC Region Fall Meet Pinehurst
	1 New River Ch, Jacksonville 5-8 Eastern DN Fall Meet Hershey 8 Southeastern Ch, Mt. Olive 15 Furnitureland Ch, Spencer
S E P T	2-5 Southeastern D Tour Palatka FL
O C T	
N O V	



WARREN COUNTY TOUR

BRASS-NICKEL IS ROLLING IN 2005

By Riley Reiner

The first tour of the season began under a threatening sky but ten cars and 25 people took the day in stride and headed to Warren County. The Brass-Nickel Region had invited members of the Triangle Chapter to join the tour. The Bogdons and the Soehnleins were our guests and enjoyed the day. Getting the 'Most Adventurous Award' were Mitzi and Gary Vaughn who drove in from Henderson in their Model T speedster with Mitzi at the wheel. A



misty rain was falling when the tour headed north toward Youngsville. The weather cleared about ten miles out of town and remained dry with the sun appearing about noon.

The first stop was at the Greystone Quarry near Henderson to view a very, very deep hole. Stone from this operating quarry was used to construct the NC Capital in 1840 and the Chesapeake Bay Bridge-Tunnel.



Warrenton was our stop for lunch and several families were waiting to view the cars when the caravan arrived at 12:00 noon. *The Warren Record* had a short article about our tour which was well received in the community. Lunch was enjoyed by all at the Hardware Café in Warrenton. The eatery is an actual turn-of-the century hardware store until the late 90's. The sandwiches were great and very reasonable. Since a 2 hour stop was planned, the additional time was spent browsing the many antique shops along Main Street.



The tour departed Warrenton after a driving tour of the historical homes in the downtown area. The next stop was the Norlina Railroad Museum and a guided tour by one of the local members of the museum volunteers, Mary Lib Taylor. This was a very interesting stop to explain the importance railroading was this small NC town. Our member, Fred Mulchi, did much work on renovating the inside of a WWII railroad hospital car to

transform it into a museum.

Following our tour, the group pushed off for the final stop of the day at the grave site of Annie Curtis Lee, daughter of Robert E. Lee who died during the Civil War. She was at a mineral spring health spa in Warren Co when she died of TB and was buried in the owner's family plot. The tour headed back to Wake Forest with a stiff wind but clear skies.



Many thanks to the following participants: Floyd and Peggy Barnes in their 1957 Chevrolet, Bob and Lynda Miller and passengers Fred and Sue Harley in Bob's 1925 T Fordor, Marv and Jeanette Gage and passengers Sadie Hardin and her friend, Cat in Marv's 1930 Franklin, Dean Tryon and passengers Bernie and Marianne Bogdon in Dean's 1959 Buick, Fred Mulchi in his 1932 Hupmobile, Mitzie and Gary Vaughn in their 1922 Model T speedster, Dan and Jean Fuccella in their 1950 Willys station wagon, Riley and Sandra Reiner in their 1969 Mustang, Mike and Jean Soehnlein and Barker and Judy Edwards driving modern iron.

We had a beautiful day which should be a great beginning to an interesting touring season in 2005. The next tour will be to the Outer Banks so call now and be included

in the next participants list.

Check the BNTR web page at -
www.aaca.org/bntr/
for a complete set of tour photos.

NORLINA MUSEUM

April 30, 2005

Dear Friends,

I appreciate your nice note concerning your visit to Warren County and the Norlina Museum. It was a pleasure to have you and the other members of the Antique Automobile Club of America spend some time with us at the museum. Irving Hayes and I were happy to meet members of your group and we especially enjoyed seeing the beautifully restored antique automobiles.

On behalf of the Norlina Museum Committee, I want to thank you for your generous contribution to the museum. It will help keep the museum open to the public. I look forward to a visit from you again soon.

Best regards,

Mary Lib Taylor





HB 75 UPDATE
AN ACT AFFECTING THE REGULATION
OF ABANDONED OR JUNKED MOTOR
VEHICLES IN THE CITY OF
HENDERSON AND TOWN OF
LOUISBURG

In the last issue, I told you about HB 75, which would amend the law governing junked and abandoned cars in the City of Henderson and the Town of Louisburg. The bill was ratified on April 20, 2005.

G.S. 160A-303 now reads in Section 1 - (b2) A junked motor vehicle is an abandoned motor vehicle that also:

1. Is partially dismantled or wrecked; or
2. Cannot be self propelled or moved in the manner in which it was originally intended to move; or
3. Is more than 5 years old and worth less than \$500 (was raised from \$100); or
4. Does not display a current license plate

These same changes were made to G.S. 160A-303.2 (a).

This bill originally only effected the City of Henderson. But in the process of working its way through the General Assembly, the Town of Louisburg was added. As predicted



once this was passed for these two municipalities, other towns would follow in their example. SB 134 was introduced by Senator Harry Brown of Jacksonville that would make these same changes for the City of Jacksonville. This bill has made its way through the Senate and has now been received by the House. It was referred to the Committee on Local Government I.

HB 1223

AN ACT TO AMEND THE LAW
CONCERNING THE ISSUANCE OF
HISTORIC VEHICLE OWNERS PLATES

HB 1223 was introduced in the House on April 13, 2005 and referred to the Finance Committee on April 14. The primary sponsors are Representatives Mitchell Setzer from Catawba and Cary Allred from Burlington. This bill would amend and rewrite section (a) of General Statute 20-79.7 - Fees for special registration plates and distribution of the fees. The following sentence would be added to section (a) -

§ 20-79.7 (a) Upon request, the Division shall provide and issue free of charge one registration plate to a Historic Vehicle Owner if the owner of the vehicle is at least 65 years old.

Currently this same provision of one free plate only applies to a Congressional Medal of Honor winner, a 100% disabled veteran, and an ex-prisoner of war.

The following are bills of interest that are currently working their way through the General Assembly.

SB 595

AN ACT TO APPROPRIATE FUNDS FOR CAPITAL IMPROVEMENTS AT THE NC TRANSPORTATION MUSEUM AND TO TRANSFER OVERSIGHT OF THE MUSEUM FROM THE DEPARTMENT OF CULTURAL RESOURCES TO THE DEPARTMENT OF TRANSPORTATION

SB 595 was introduced in the Senate on March 15, 2005 and referred to the Appropriations/Base Budget Committee March 16. The primary sponsor is Senator Clark Jenkins from Tarboro.

This bill would appropriate from the Highway Fund \$7,225,000 for the fiscal year 2005-2006 and the sum of \$7,255,000 for the fiscal year 2006-2007 to the Department of Transportation for capital improvements to the Back Shop at the North Carolina Transportation Museum. It would also transfer the administration and overseeing of the Museum from the Historic Sites Section of the Department of Cultural Resources to the Department of Transportation.

HB1104

AN ACT TO MAKE USING A MOBILE PHONE UNLAWFUL WHILE DRIVING A MOTOR VEHICLE ON A PUBLIC STREET OR HIGHWAY

HB 1104 was introduced in the House on March 31, 2005 and referred to the Committee on Public Utilities on April 4. The sponsor is Representative Mary McAllister from Fayetteville.

This bill would ban cell phone use

while driving on a public street or highway by adding a new section to Chapter 20 Section 1. Section 20-140.6 defines the use of cell phones in section (a), the offense in section (b), exemptions in section (d), and penalty in section (h), which would be a \$100 fine and the cost of court. No points would be assessed. This act will become effective on December 1, 2005.

SB 585

AN ACT TO CHANGE THE RENEWAL PERIOD FOR VEHICLE REGISTRATION TO TWO YEARS AND TO CHANGE THE RENEWAL PERIOD FOR DRIVERS LICENSES TO EIGHT YEARS

SB 585 was introduced in the Senate on March 15, 2005 and referred to the Transportation Committee on March 16. The primary sponsor is Senator Charles Albertson from Raleigh.

This bill would amend and rewrite Section (a) of G.S. 20-66 and G.S. 20-87 by changing vehicle registration from yearly to every two years. It would also amend and rewrite G.S. 20-7 (f) as follows -

1. A full provisional license issued to a person under the age of 18 shall expire on the person's 21st birthday.
2. A drivers license issued to a person at least 18 years old but less than 38 years old expires 8 years after the date of issuance. A drivers license issued to a person at least 57 years expires 5 years after the date of issuance.



This act would be effective January 1, 2006.

HB 1487

AN ACT TO DIRECT THE
COMMISSIONER OF MOTOR
VEHICLES TO CONDUCT A CONTEST
FOR THE DESIGN OF A NEW
STANDARD MOTOR VEHICLE
REGISTRATION PLATE

HB 1487 was introduced in the House on April 20, 2005 and referred to the Committee of Rules, Calendar, and Operations of the House on April 21. The primary sponsor is Representative Margaret Dickson from Fayetteville.

—◆◆◆—
This bill would allow the state to conduct a contest to find a replacement plate for the "First in Flight" registration plate that has been used in North Carolina since 1982. The Council of State will make the final decision.

HB 1026

A BILL TO BE ENTITLED AN ACT TO
PERMIT LEFT TURNS ON RED AT
CERTAIN INTERSECTIONS IN RALEIGH

HB 1026 was introduced in the House on March 30, 2005 and referred to the Transportation Committee March 31. The primary sponsor is Representative Jim Guley of Mathews.

—◆◆◆—
This bill would amend and rewrite Section 1 of G.S. 20-158 (b) by changing (2) to read -



When a steady or
strobe beam stoplight

is emitting a red light controlling traffic passing through an intersection, an approaching vehicle facing the red light shall come to a stop and shall not enter the intersection. After coming to a complete stop and unless prohibited by an appropriate sign, that approaching vehicle may turn under one of the following conditions:

1. That vehicle may make a right turn.
2. If that vehicle is in the leftmost lane of travel on a one-way street that intersects with another one-way street traveling from the turning driver's right to the turning driver's left, then that vehicle may enter the intersection and make a left turn into the extreme left-hand lane lawfully available to traffic. The turning vehicle shall yield the right-of-way to pedestrians and to other traffic using the intersection.

This bill would only apply to the following intersections in the City of Raleigh -

Salisbury and Jones Streets
Salisbury and Lane Streets
Wilmington and Jones Streets
Wilmington and Lane Streets

This act would become effective December 1, 2005 and expires on July 1, 2008.



This month's Tinkerin' Tips is about a new method of stripping paint and degreasing equipment - soda blasting, which is fast, cost effective, environmentally friendly and easy to learn. Soda blasting was developed during the restoration of the Statue of Liberty, whose delicate copper skin would have been harmed by regular sandblasting. Unlike sand, which must be swept up, and whose dust is dangerous, baking soda is harmless – except to paint.

Soda Blasting is a method of removing surface contaminants and coatings by using sodium bicarbonate (baking soda). Compressed air from specialized blasting machine propel particles against the surface to be cleaned. As the sodium bicarbonate particles come in contact with the surface, it removes the contaminant or coating. The sodium bicarbonate and blasting machine work in unison to perform this removal process in a nondestructive manner. The soda blasting is usually done in open air, booth or cabinet.

Substrates that can be baking soda blasted include but are not limited

to aluminum, stainless steel, brass, brick, concrete, cast iron, copper, fiberglass, some plastics and more.



This truck was soda blasted in a couple of hours using about \$75 of materials.



The advantages of blasting with brand soda products are

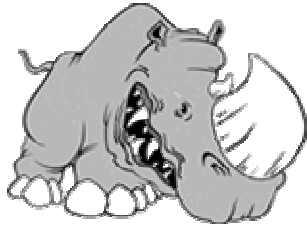
- gentle yet effective cleaning with a minimum of disturbance to the substrate
- will not etch glass
- will not damage bearings or seals (product is friable – breaks on contact)
- food grade approved
- generally more aggressive and less costly than dry ice
- leaves metal smooth and ready to paint - with no sanding, no pitting, no warping, no heating of the surface - yet it won't harm glass or chrome.
- no toxic fumes or chemical solvents required
- absorbs odors and has a benign ph of 8.2

(continued on inside back page)



Q1. What is the highest road?

Q2. What do you get if you cross an automobile and a candle.



Q3. What do you get if you cross an automobile and a rhinoceros?

Q4. What do you get if you cross an athlete and an automobile.

Q5. What goes from New Jersey to New York without moving?

Q6. What do you get when you cross an automobile with a nylon stocking?

Q7. What is the difference between a bus driver and nose plugs?

Q8. What do you get if you cross a pigskin and a hippo.



Answers on
back cover

REACHING THE BOILING POINT

A HISTORY OF BOYCE
MOTO METERS
BY VICTOR KOMA



In 1912, George H. Townsend, president of the Moto Meter Company Inc., obtained the exclusive rights under Boyce patents to manufacture radiator & dashboard motor temperature indicators. With several patents successfully excluding others from the market, the Boyce Moto Meter dominated the American motor vehicle industry for two decades after Packard, Mercer and Stutz adopted these gauges. None of the handful of other gauge manufacturers by the mid-1920's (among them Jarvis Water Indicator, Gide Lite Thermometer, Moore Semaphoric Indicator) could boast, "today over 10,000,000 Boyce Moto Meters stand guard over motors throughout the civilized world," according to company literature of 1927.

In the early days of internal combustion engine development,

maintaining coolant water temperature just below 212 degrees F was essential to engines' proper functioning and longevity. In fact, it rapidly became standard to run water temperature at 170-180 degrees F to burn gasoline efficiently without boiling away the coolant. This was before the use of anti-freeze or pressurized cooling systems to elevate boiling temperatures - especially important at higher elevations, as water's boiling point drops by a degree every 500 feet.

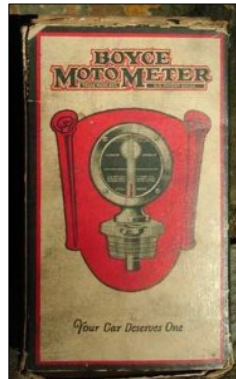
In the early days many engines did not even use water pumps but had "thermo-syphoning" as in Ford Model Ts. To keep an eye on the temperature the most useful instrument at the time would be a thermometer.

Though patented under the Boyce name, the Moto Meter Co. Inc. manufactured the gauge throughout its lifetime. (Early Moto Meters showed a 1913 patent.) It was a type of thermometer incorporated into the radiator cap, or the radiator itself-allowing the operator to view the coolant vapor temperature right on top of the hood, or on the dashboard. These circular devices (sometimes referred to as lollipop shape) were easily fitted to almost any vehicle, providing the radiator had a detachable cap accessible

from the outside, as on most new vehicles up until the Great Depression. The company's motto was "Boyce Moto Meter, Your Car Deserves One."



The thermometer "bulb," i.e. the sensor tip, did not extend down into the water but actually measured water vapor temperature. The "after-market" radiator cap thermometers still bore just the Boyce Moto Meter name. However, motor vehicle manufacturers wanted their own emblems and logos prominently perched on the front of their hoods. Meters sold with the vehicle from the factory, or sometimes from the dealer, had the vehicle's name and/or the dealer's name, sometimes along with exotic graphic design. One example has the standard Buick logo but customized for the "Wagga Motor Garage", which appears to have been a distributor in England.



Australia, France and Germany. The hundreds of motor vehicle manufacturers before 1929 meant many customers for their customized emblems. Moto Meter had over 300 such customers at one time during the mid-1920s, for car, truck, tractor, boat, airplane and motorcycle manufacturers. Some of the more prestigious motor vehicle manufacturers included Hispano Suiza, Mercedes, Rolls Royce, Pierce-Arrow and Duesenberg.

Some of the company's artwork shows the universal acceptance of the Moto Meter, as auto firms had their emblems designed even before their cars were in production, such as Illinois Super Drive and Edwards Motor Car. Most of the artwork was done in approximately 2:1 scale, at a company graphic art studio.

Many companies in America and all over the world wanted their own emblems displayed on their vehicles' hoods. Moto Meter accommodated them, and also offered club insignias such as A.A.A., Green Cross (doctors), Lincoln Highway, N.Y.A.C., Hoosier A.C., Rotary Club and Red Cross; and fraternal emblems for the Knights of Columbus, Knights of Pythias, Masonic and Modern Woodmen; or patriotic plates with the American flag or eagle.



numbers were assigned to each piece for transforming the pen and ink into metal inserts. Several of the artists' initials are on the back of the drawings, but only four names fully appear: Schoeler, Lecke, Ozwick and Carl. One of the last signatures on the artwork is dated 1929, as the stock market crash of that year would put a damper on the company business.

Business was good. By 1927, Moto Meter employed 1,800 people in six countries: U.S., England, Canada,



Luckily, Moto Meter had bought the National Gauge and Equipment Company of La Crosse, Wisconsin in 1926. National Gauge was the

largest manufacturer of dashboard-mounted instruments. This was a very wise acquisition in that radiator-mounted sensors represented a technology that was falling behind in the marketplace. Replacement Moto Meters continued to be manufactured, but new designs were no longer needed



as dashboard-mounted temperature sensors (called "heat indicators" back then) became increasingly popular.

The Moto Meter became a somewhat universal "hood ornament" of the 1920s, but many of the more expensive cars and some trucks did have the "extension type" of thermometer, referred to as Distance Type, mounted either on the dashboard or steering wheel. The Model H Moto Meter was dashboard-mounted, the Model L was the same but illuminated, and the Model S was illuminated and mounted on the steering wheel with a clamp. Using flexible tubing leading up from the sensor "bulb," these were more expensive at \$8.00, \$10.00 and \$12.50 respectively, and were meant to compete with electric gauges.

Several different models of the Moto Meter were available. An original 1927 company catalog offers the Standard Model (about 3-1/2 inches in diameter) for \$10.00. The De Luxe Model was \$15.00 - the same size but featuring a Schlaich Chain Lock. A rugged Truck and Tractor Model listed at

\$10.00 and a smaller Junior Model for \$5.00. There was a Universal Model for \$7.50 and a smaller Special for Ford Model for \$4.00. The Midget Model listed at \$3.50, & the Aristocrat Model, which was 2-1/2 inches in diameter, featured a large "dog bone" handle for \$7.00.

In many cases hood ornaments became extensions of the Moto Meter idea. Moto Meters were available with eagle wings, flat arms, wire arms, or with the so-called "dog bone" -- a bar with ball ends to turn the unit and open the radiator cap. Some vehicles had both a Moto Meter and a hood ornament. There was even a Moto Meter "Lite" which, "...mounted on the cowl of the car, directly in front of the windshield; serves a practical purpose of dual importance: throws a beam of light on the Moto Meter for easy night reading and by removing the acorn on top of the instrument, provides a proper mounting for favorite ornaments. Red and green jewels at the side -- or opal if desired -- provide the usual courtesy lights."

Because commercial vehicle builders often omitted accessories (such as turn signals, interior heaters, hubcaps, windshield wipers, etc.), Moto Meters for trucks were more rare than for passenger cars.

The Moto Meter Company also built tire pressure gauges, industrial ther-



mometers, spark plugs, and other related products.

Gradually, electric temperature sensors with dash-mounted gauges would replace Moto Meters, for several reasons. Certainly they were less fragile, and less easily stolen. More to the point, an electric sensor more accurately read the temperature of coolant inside the engine block. By the 1930s, the notion of the radiator head as a place for art had caught on, using electric sensors allowed engineers more design freedom; external radiator caps did not always fit in with the newer, more sophisticated body styles.



WHERE DOES A NEW SPEED LIMIT BEGIN?

Does it start at the speed limit sign, at some point beyond the sign, or where the sign becomes clearly visible?

If a speed limit drops from fifty-five miles per hour to thirty-five miles per hour, isn't it clearly legal to drive fifty-five miles per hour until you pass the thirty-five miles per hour sign? But how are we expected to drop twenty miles per hour instantaneously? Is there a grace period, a distinct length of road on which we are exempt from the new speed limit?



No such luck. The speed-limit sign is posted

precisely where the new limit takes effect. How you slow down to the new speed is your business, and your problem.

Of course, traffic laws are up to the individual states, but most legislatures rely on the provisions of the federal government's *Manual on Uniform Traffic Control Devices*. And the manual is unambiguous: "Speed limit signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.... At the end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be erected." The one provision intended to help drivers slow down before a new speed limit is the "Reduced Speed Ahead" sign. These are placed primarily in rural areas where drops in speed limits can easily reach twenty to thirty-five miles per hour. But these warning signs must be followed by a speed-limit sign that marks precisely where the altered speed limits applies.

WHY DO AMERICAN CARS NOW HAVE SIDE-VIEW MIRRORS ON THE PASSENGERS SIDE WITH THE MESSAGE "OBJECTS IN THE MIRROR ARE CLOSER THAN THEY APPEAR?"

A reasonable person might ask why the American automobile industry had to "improve" on those hopelessly old-fashioned side-view mirrors that didn't distort one's perception of distance. And why, if the inside rear-view mirror shows objects without distortion, can't the side mirror do the same?

Car manufactures are required to provide flat, unit magnification mirrors on the driver's side of the car. The driver-side mirror offers the same undistorted image as the mirror in your medicine cabinet.

The new mirrors are convex (for those who forgot their high school science, convex surfaces curve outward, as opposed to a spoon, which has a concave surface). Convex mirrors have one huge advantage over flat mirrors - they allow a much wider angle of vision. Engineers have found that convex side-view mirrors afford drivers a much clearer view of the passenger side of the car than the old combination of rear-view mirror and conventional side-view mirror. The rear-view mirror, if used alone, leaves a blind spot that can lull drivers into complacency when they are considering making lane changes. Drivers are less likely to be sideswiped when consulting a wide-angle side-view mirror, even if an oncoming car is closer than it appears, because they are more likely to spot the car in the first place.

The immortal words "Objects in the mirror are closer than they appear," are mandated by federal law on all convex mirrors. The government has also set specific standards for the curvature of convex mirrors. The average radius of the curvature for convex mirrors should be no less than thirty-five inches and no greater than sixty-five inches.

Ed Sturat, a representative of Chrysler Motors, states that the convex mirror are particularly

popular with freeway and turnpike drivers, who can see oncoming cars streaming in from entry ramps much easily. The biggest danger of the convex mirror is that because objects in the mirror appear closer than they appear, drivers will think they have more room to pass another car than they really do. But most drivers look through the undistorted rear-view mirror rather than the side-view mirror before making a lane change anyway, and the prudent driver should check over his shoulder before making his move.



These questions and answers were found in a book called *Why Do Clocks Run Clockwise?*



ONE LAVISH LAVATORY

The following article appeared in the March 16, 2005 edition of the LA times and was written by Bob Pool, Times Staff Writer



West Covina gas station offers regular fuel but a supreme restroom worthy of a glitzy Vegas hotel. Patrons rave after a view of the loo. The king of the luxury loo rules his regal realm with a benevolent hand. Anybody can ascend Paul Moghadan's throne-provided they are there to do business.



"Restroom for gas customers only," reads the sign outside the opulent, public powder room at Moghadan's Chevron station in West Covina. In an era when many service stations can barely keep their restrooms open, much less clean, Moghadan's is a sight for sore eyes, not to mention bursting bladders.



A chandelier sparkles overhead from a recessed ceiling. Sculptured art and a floral arrangement adorn faux tumbled rosa marble walls. Ornate silver columns rise from the Italianate slate floor to support a wide granite counter and reach to a soffit that hides a pair of recessed spotlights. Gold-plated fixtures are attached to a graceful oval sink. Amid the opulence, one barely notices the standard-issue toilet in the corner. Of course, that's all customers are looking for when they hurry in. But they emerge marveling at the 10-foot-wide room.

"It's the best restroom I've ever seen," said West Covina motorist Jose Montes. "You feel like you're rich when you're in there." Station employee Cathy Vasquez said the "Wow!" factor was a daily occurrence. "People come out saying they've never seen anything like it," she said. "Once, though, a 5-year-old girl was scared of our bathroom. Her mother had to escort her in."



It's not surprising that the restroom is met with disbelief. Gas station

restrooms are notorious for their stench, grimy walls and fixtures, and "out of order" signs taped to the doors. In California, maintenance of restrooms is up to

gas station operators. State laws require only that stations built after 1990 near busy roadways include "clean and sanitary" public restrooms accessible to the disabled. But even restroom-maintenance experts try to avoid them. An international survey of cleaning industry professionals in 2003 revealed that 36% of them considered service station restrooms "unclean and unsanitary." Elizabeth Harryman, travel editor for the Automobile Club of Southern California's Westways magazine, said she'd seen some "grisly" restrooms from Rancho Cucamonga to Katmandu. She said she even traveled with extra Kleenex and moist towelettes for times when restrooms were out of toilet paper. "It's such a treat, a blessing, to find a bathroom that is clean and well-supplied," she said. "Coming across one like his would make my day, make my trip. It makes you feel like there's hope for America when people take that much pride in their restroom."

Moghadan went to work on his grand bathroom 13 years ago, hoping to make a statement. "I wanted to give the restroom the greatest look I could. I wanted to show how much I respect my customers," Moghadan said. "I started with Chevron in 1966, and

they trained us back then that the No. 1 priority was the station bathroom.

They stressed we should keep it clean and papered up." He spent \$5,000 extra on his unisex restroom as part of a larger remodeling of his station and mini-mart, just north of the San Bernardino Freeway on Vincent Avenue.

Moghadan, 55, of San Dimas, decided to go beyond the basics. He asked his brother, architectural designer Nassar Moghadan of Hemet, to concoct something that motorists wouldn't forget. Their creation is definitely a step above your average gas station restroom — some might say a little over the top. The walls are drenched in rich earth tones and blue stone tiles, giving the room a vaguely Tuscan — or maybe Vegas — feel. Although a few other gas stations have tried to class up their lavatories, Harryman and others said such creations were still highly unusual.

Over the last dozen years, Moghadan said, he has averaged 20 compliments a day about his facilities. "I have customers from Palm Springs and Las Vegas who make a point of stopping here. Some even bring in relatives to show them the bathroom," he said. Moghadan said such customer appreciation helped limit restroom vandalism and careless use — the bane of most gas station operators. His employees take special pains to keep the place spotless and fully stocked with toilet paper. Even though the restroom is inside the

mini-mart, it remains locked, and employees give the key only to paying customers. Despite his busy location, Moghadan has only had to replace an 8-foot mirror twice. And he is convinced that his plush powder room has helped pump up profits. A fancy *toilette*, he says, is good for the bottom line.



FLORIDA GUNMAN PUTS CAR 'OUT OF ITS MISERY

April 20 - A man with car trouble is in trouble after shooting five rounds into the hood of his Chrysler "to put my car out of its misery." John McGivney, 64, shot his 1994 LeBaron with a .380-caliber semiautomatic, Broward County sheriff's deputies said. When the property manager at his apartment complex asked what he was doing, McGivney said, "I'm putting my car out of its misery." He tucked his gun in a pocket and went back inside. He was arrested Friday on a misdemeanor charge of discharging a firearm in public. He posted \$100 bail Saturday. McGivney said the car has been giving him trouble for years and had "outlived its usefulness." He called the shooting "dumb" and worries he will be evicted. But he doesn't regret it. "I think every guy in the universe has wanted to do it," McGivney told the South Florida Sun-Sentinel.



MODEL T TROUBLES

While on the Warren County tour, Bob and Lynda Miller had a little problem with their Model T. After going up a series of several hills, Bob developed coil trouble. He was forced to stop several times and replace the coils. After several changes, the Millers and their guest hitchhikers Fred and Sue made it back to Wake Forest.



Above: First attempt at diagnosing the problem.

Right: Second attempt at diagnosing the problem



Lynda Miller and Sue Harley walking up the hill while Floyd and Peggy Barnes inform the rest of tour about the stop.



(Continued from page 6)

introduced by Representative Mark Hollo of Taylorsville that would amend § 20-79.7 (a) to provide that no additional fee will be charged for the issuance of the Amateur Radio Operator special plate. This bill was introduced on April 20 and immediately referred to the Finance Committee. Currently one free license plate is issued to a recipient of the Congressional medal of Honor, a



100% disabled veteran, or an ex-prisoner of war. All other plates including additional plates of the previously listed three are subject to an additional fee. This is the first special interest group to ask that the fee would be waived. There are currently 3,363 Amateur Radio Operator plates issued each year.



(Continued from Page 11)

- the media is relatively soft at 2.5 mohs hardness
- no sparking, non flammable, non hazardous, water soluble
- comes in 3 different particle sizes depending on the application - small (60 microns), medium (180 microns), and large (280 microns)

Though most soda blasters are large industrial units, one company, ACE sells a portable rig that will work with most any compressor big enough to feed an HVLP spray gun (see below). For \$250, it comes ready to use. The

baking soda comes in 50-lb. bags from Armex, a division of Arm and Hammer.

For more information, please visit the following web sites.

1. Ace Blasting - 888.772.3263
www.ace-sandblasting.com
2. Armex - 800.332.5424
www.armex.com
3. Stripco, Inc - 888.216.SODA
www.sodablasting.com
3. Pacific Soda Blasting
4. <http://www.pacificsodablast.com/>
1-888-333-SODA

Performance Plus Portable Soda Blaster

\$249.00 Ace's Performance Plus Dry Soda Blaster offers a low cost way for anyone to try this unique cleaning process. This lightweight, portable unit is limited only by the length of the air supply hose. Removal, cleaning and rapid repairs are easy, convenient and possible, virtually anywhere within a workshop or site.

General Specifications

- Cylinder Capacity – 10 lbs.
- Nozzle 3/32" Ceramic
- Pressure Relief Valve (125 psi)
- 5 ft. Delivery Hose
- Quick Connect Fitting—Air In

Dimensions

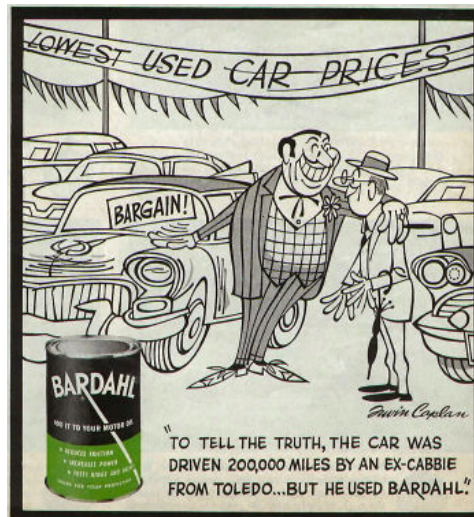
Height - 29"
Width - 8"
Depth - 12"
Weight - 17 pounds



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**Answers to
'In The Kids Korner'**

- A1 - The highway.**
- A2 - Car wax.**
- A3 - A car with 2 horns.**
- A4 - A sport car.**
- A5 - The turnpike.**
- A6 - A car that runs.**
- A7 - One knows the stops
and the other stops
the nose.**
- A8 - A football the size of
a taxicab.**



1958 Bardahl Ad