

The Gas Line

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John Walrath

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From the President's Corner:

Hello, and thanks to all the wonderful volunteers that made the 2026 Car Show and Swap Meet a success. We had more automotive parts vendors, three vehicles in the car coral for sale, and several other vendors. We sold out of biscuits and gravy and had better kitchen success than before. There were about 200 hundred at the car show which is similar to last year.

The America's 250 Celebration at the Waterfront on July 11, 2026 would like us to participate. The celebration runs from 2:00 PM to 10:00 PM on that Saturday. We have the west parking lot for our cars. There are several other cars shows that day including the annual Rigby show.

Please plan on attending the July meeting so we can plan our July activity and decide on activities for August and September.

That is all for now,
Bob Thompson



CLUB ACTIVITIES

July – After Glow from Swap Meet
 August - Open
 September – Open
 October – Market Lake
 November – Membership Drive
 December - Christmas Party

MEETING TREATS

July – Gary & Dawn Schwartzberger
 August - Lewis & Carole Rounds
 September – Mark & Diane Schwartzberger
 October – Paul & Lona Engberson
 November – Bill Beery
 December - Christmas Party
 December

**NATIONAL EVENTS
TBD**

**Eastern Idaho
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Send your car photos for
 our club website and the
 newsletter to:

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Barn Fresh – 1929 Ford Model A (Cover Photo)

Postponing the restoration of a 1929 Ford Model A for four decades

By [David LaChance](#) July 2006, Updated March 26, 2024 in [Hemmings Classics](#)

When you drive a car like the 1929 Ford Model A Tudor on these pages, you have to be prepared to answer a lot of questions. Owner Will Rider has heard them all. “A lot of people don’t know anything about old cars. They ask me if it’s a Model T. They want to know if it’s a Rolls-Royce,” Will said. Then there’s the inevitable question: “Are you going to restore it?”

Will can’t speak for the first 40 or so years of the Tudor’s existence, but he does know that the car that came into his possession sometime before Neil Armstrong walked on the moon is pretty much the car you see here. The paintwork continues its slow but steady retreat, rust has staked its claim to the radiator shell, and the doors still show off their inner workings thanks to missing interior panels.

Very little has been added or taken away. Just about the only significant changes from the factory specification, the conversion of the headlamps to sealed beams and the reupholstering of the interior in vinyl and nylon, had already been done when Will bought the car.

It might still be languishing if not for the arm-twisting efforts of Will’s fellow club members in the Connecticut Valley Region of the Antique Automobile Club of America and the Veteran Motor Car Club of America.

Will and Bob roused the 200.5-cu.in. inline-four from its lengthy slumber, but it “ran pretty rough,” Will recalled. So, he turned to Model A restorer Frank Ezold, who operates the Model A Garage up the road in Westfield, Massachusetts. Frank cleaned and bored the block, babbitted and line bored the main bearings and poured new babbitt for the connecting rods. New valves, guides and seals went in, and the block, cylinder head and flywheel were resurfaced. The transmission was rebuilt with new bearings and a new cluster gear, and safety glass replaced the plate glass windows (though the windshield already was of safety glass). Frank also binned the rotting floorboards.

Today, Will uses the Tudor about once a week in good weather and said he has every confidence that the car will bring him home again, no matter how far the destination. And although a friend offered to give him a new, rust-free radiator shell, he’s decided to keep the one he has—it just suits the car. “Right now, my aim is to use it as is,” he said.