

The Gas Line

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August Garages and Burgers

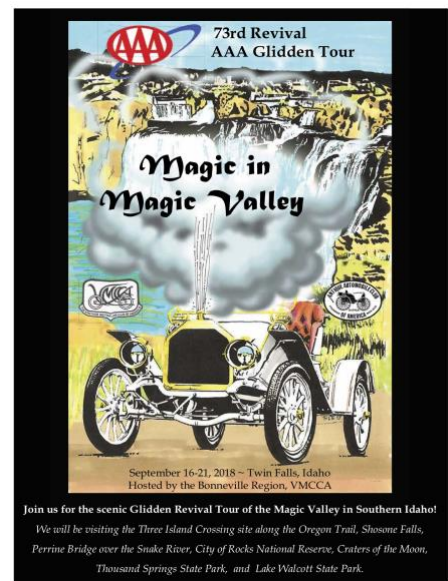
August has lots of car activities planned – the Eastern Idaho chapter has a Garage Tour and our annual “Bone for a Burger” ride. We’ll announce dates and times in the chapter meeting on August 2, 7:00 p.m. – 9:00 p.m. in the South Room of the Idaho Falls Activity Center, 1575 N. Skyline Dr., Idaho Falls.

Magic in Magic Valley – Sept. 16-21

The Revival AAA Glidden Tour in September is getting closer. Please make sure to sign up for the tour or to volunteer.

Check with Dawn Schwartzenger
(208) 523-6384 or
schwartz12@gmail.com for tour
registration.

Check with Joy Eagle (208) 529-9450
or joyfuleagle@aol.com to volunteer.



President’s Corner

Hot August days and nights are upon us! We’ve got our garage tour and the trip to Bone for a Burger coming up. Also, there are at least 7 August car shows from West Yellowstone to Jerome and stops in between.

The Glidden Revival Tour in Twin Falls is coming in September.

August is going to be hot – so stay cool and be safe!

Bob

CHAPTER EVENTS**Aug:** Garage Tour.**Aug:** Bone for a Burger.**Sep:** Market Lake Cleanup.
Mark & Diane (208) 552-2358**Sep:** Glidden Tour.**Oct:** Sun Valley Jazz Festival.
Rich & Joy (208) 529-9450**Nov:** Harvest Daze
Membership Drive. Joy &
Judyth**Dec:** Christmas Party. Darla
(208) 522-7581

History of the Glidden

July's chapter meeting had no minutes due to the Show and Shine, so here is a history of the Glidden Tour, courtesy of Wikipedia.

The Glidden Tours, also known as the National Reliability Runs, were promotional events held during the automotive Brass Era by the American Automobile Association and organized by the group's chairman, Augustus Post. The AAA, a proponent for safer roads, acceptance of the automobile and automotive-friendly legislation, started the tour to promote public acceptance and bring awareness of their goals.

The original Glidden Tours were held from 1904 until 1913. They were named after Charles J. Glidden, a financier and automobile enthusiast, which presented the AAA with a trophy first awarded to the winner of the 1905 tour.



Glidden Trophy

At the turn of the century, automobile travel was difficult as the road systems around the world were generally not well suited for the horseless carriage.

To bring more awareness and sponsorship to the event, the AAA announced that the tour would be a "reliability and endurance" tour, a type of road rally. This attracted automobile manufacturers who competed to test their vehicles and use the event for advertising.

The tours were grueling events; cars broke down, were damaged by accidents and encountered nearly impassable roads. Drivers and teams did repairs on the run and helped out other drivers having difficulties.

The tours went several hundred miles in the U.S. and occasionally into Canada with time limits between check points and a point scoring system to determine a winner for each event. The time limits caused some problems with the inhabitants of where the tour travelled through as cars scared horses, caused personal and property damage and sometimes appeared to not care.

The Glidden tours were revived in 1946 by the Veteran Motor Car Club of America and have continued since with antique cars traveling pre-marked routes and stopping in local towns to show off their vehicles, with many people dressed in period costume. Original founder Augustus Post participated in every Glidden Tour until his death in 1952. In 1954, Dr. Jay Rice Moody was given the Col. Augustus Post Memorial award by the AAA in recognition for his role in re-establishing the Glidden Auto Tours and maintaining the spirit of the original tours as founded by Post.

MEETING TREATS**Aug:** Gary and Dawn**Sep:** Rich & Joy**Oct:** Sam and Wanda**Nov:** Paul & Lona**Dec:** Christmas Party

In the Car Museum Race, Some Drop Out

This is an article that originally appeared in the New York Times on May 10, 2018.

LAS VEGAS — On the final day of move-out for the Auto Collections at the Linq Hotel & Casino, Rob Williams sat at a lonely wooden desk on one end of 125,000 square feet of emptiness. The only trace of the hundreds of cars that have passed through here over nearly 40 years were the oil stains on the carpet and walls adorned with the painted logos of the manufacturers whose wares were once among this tourist city's most popular daytime attractions.

"This is not what we built right here," Mr. Williams said. "I can't wait to close the door and walk away. I don't want to remember this place like this."

The Vegas collection shut down to the public on New Year's Eve, the same day another car display, Hostetler's Hudson Auto Museum in Shipshewana, Ind., also closed its doors. A year earlier, in December 2016, the Walter P. Chrysler Museum on the corporate campus of Fiat Chrysler outside Detroit was eliminated and its building converted to office space. A few months before that, the Riverside International Automotive Museum — the last remaining piece of a once-celebrated, long-gone California raceway — also closed.

The news has been so bleak for so many auto museums that Kurt Ernst, editor of the classic-car news site Hemmings Daily included in his five predictions for 2018: "Expect to see more museums close and more collections head to auction." He added this warning: "If you have a favorite museum, 2018 will be a good year to pay it a visit, or better yet, make a cash donation."

Auto museums, like some other cultural institutions, rarely turn a profit from ticket sales. And collections that were opened to the public by wealthy owners as vanity projects or tax strategies are closing as their benefactors get bored, tire of losing money or die.

In Las Vegas, Mr. Williams's father, Don, 72, decided that it was time for him to downsize his once-vast car collection, which he also displayed in California and Shanghai. There were typically 150 to 200 cars on display here at any given moment, with another 100 in storage.

In 1999, the Williams family took over the space — actually the fifth floor of the hotel-casino's parking garage — at what was then the Imperial Palace. In return for the rent-free space, the resort pocketed all the ticket and merchandising revenue and the family used the prime spot to sell their classic cars. (Before that, the space for two decades boasted the personal collection of the Imperial Palace's owner, Ralph Englestad.) The Auto Collections once drew more than 3,500 visitors a day, Mr. Williams said; by the end, the average was fewer than 1,000.

By the time Mr. Williams was moving the cars out in February, there were 40 that had not been sold. They have been moved to the family's main classic car dealership, [Blackhawk Collection](#), in Danville, Calif.

"Perhaps there's a limit to how many auto museums there can be," said Matt Anderson, a curator at the Henry Ford Museum of American Innovation in Dearborn, Mich., and the president of the National Association of Automobile Museums. His members worry about declining attendance. "They're struggling with this realization that younger folks aren't into cars the way their parents and grandparents were."

(continued on page 4)

UPCOMING EVENTS

Aug 2: Chapter Meeting, 7:00 – 9:00 p.m. at the South Room of the Idaho Falls Activity Center, 1575 N. Skyline Dr., Idaho Falls

Aug 12-17: Convertible Tour, Hayward, WI. Ken Cvikota, ken@cvikota.com

Sep 16-21: 73rd Revival AAA Glidden Tour, Twin Falls, ID. Merrill Maxfield (801) 576-0071, eldermaxfield@comcast.net



Walter P. Chrysler Museum

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Send me your car photos
for the web site.

<http://www.eivmcca.org>

Car Museum Race (continued)

Changes in how Americans view car culture are taking a toll, said Mr. Ernst, the Hemmings editor.

“The need to go to museums isn’t what it once was,” he said. “Rather than traveling cross-country to see a car, if you want information on that car, it’s instantly available. You can find out more information on the internet about a particular Hudson, for example, than you’d even be able to learn inside of a museum.”

In Shipshewana, a tourist town nestled in northern Indiana’s Amish country, the museum housing a \$4 million collection of about 50 Hudsons was expected to be liquidated at auction this summer, said Bob Shanahan, the city manager. The museum was named for Eldon Hostetler, known as J.R., who donated his cars, land and an endowment to the city in 2005. But the endowment was hardly enough to cover costs, so taxpayers have been on the hook for the difference. Mr. Shanahan said the attraction had been expected to lose \$1.2 million over the coming five years; ticket revenue last year came to a paltry \$17,000 on attendance of fewer than 4,000 visitors.

“It wasn’t that there was a lack of people who come to the town; it just wasn’t the draw that I think people envisioned it being,” Mr. Shanahan said.



A line of presidential limousines at the Henry Ford Museum in Dearborn, MI.