

The Gas Line

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Secy: Transition to Ginger Rounds

Houx

Treas: Transition to Holly Crawley

Board of Directors

Mark Schwartzenberger

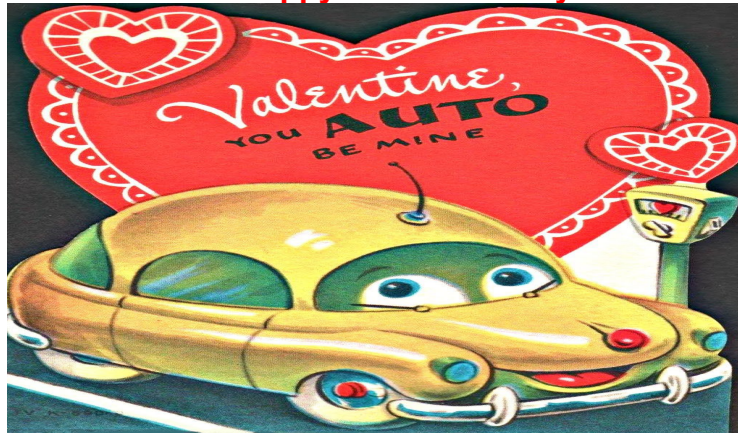
John Walrath

Bill Beery

Gary Schwartzenberger



Happy Valentines Day



From the President's Corner:

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Hello, and thanks to those who were able to attend our BRRRunch at Dixie's Diner on January 4, 2025. The weather provided a wintry drive to and from the diner. We had excellent attendance considering the weather. Tom and his staff provided great service and several tempting menu options to choose from. We had a short meeting at the end of the brunch.

The new officers (Bob Thompson – President; Scott Skinner – Vice President; and Joy Eagle – Secretary/Treasurer) and Board of Directors (Gary and Mark Schwartzenberger, Bill Berry, and John Walrath) were identified. As Joy will be leaving us for west Idaho later this year, Ginger Rounds Houx will be assuming the Secretary role and Holly Crawley will assume the Treasurer role.

Since February is the traditional potluck meeting the attendees discussed options and determined a potluck dessert would work at the Idaho Falls Library. So, plan on attending the February meeting at the Idaho Falls, Library on February 6, 2025, and bring a dessert to share.

We had one of our members become ill at the brunch and I hope everything will be okay.

Thanks again for braving the weather and supporting our annual BRRRunch,

Bob Thompson

CLUB ACTIVITIES

February – Valentine's Potluck
 March – Chrome in the Dome – Yale Harker
 April – TBD
 May – TBD
 June – Car Show and Swap Meet – Dawn and Gary Schwartzberger and all members
 July – After Glow from the swap meet – Scott Kelly
 August – TBD
 September – TBD
 October – TBD
 November – Membership Drive
 December - Christmas Party

MEETING TREATS

February - Valentine's Potluck Dessert Bar
 March – Mark and Diane Schwartzberger
 April – Yale Harker
 May – Dawn and Gary Schwartzberger
 June – Kevin and Berry Barrentine
 July – Scott and Skinner
 August – Ginger Rounds
 September – Bill and Sandy Beery
 October – Scott Kelly
 November – Lewis and Carole Rounds
 December – Christmas Party

NATIONAL EVENTS

TBD

EIVMCCA Meeting Minutes – 1/4/2025

The meeting was conducted by President, Bob Thompson at the Idaho Falls Library. There were 25 members in attendance, there were no minutes from the Christmas Party on 12-7-24 - Joy Eagle.

Old Business**Election of 2025 Officers****President - Bob Thompson****Vice President - Scott Skinner****Secretary/Treasurer - Joy Eagle to transition during 2025 to Ginger Rounds - Secretary and Holly Crawley – Treasurer**

Board of Directors - Mark Schwartzberger, John Walrath, Bill Beery, and Gary Schwartzberger (Alan Cheney will also be asked about joining the board if he is willing to do so.)

Membership Drive - Garage Tour - November 9th - Joy Eagle

Special thanks to Lewis and Carole Rounds, John and Natalia Walrath, who opened their garages to share their collections with our club. It was a beautiful day for a cruise that finished at Papa Tom's Pizza for lunch. 26 members renewed their 2025 dues, and we gained one new member! There were 16 members that chose to continue receiving a paper copy of the Bulb Horn and 11 members that chose the paperless option. Dawn Schwartzberger won the most popular harvest vegetable dish with her delicious pumpkin dip for apples and pears!

Membership Drive - Garage Tour - November 9th - Joy Eagle

We will be collecting club dues for 2025 at this event. The membership application this year will include the new option to receive the Bulb Horn digitally or delivered in hard copy; see the attached membership form.

EIVMCCA Christmas Party - December 7th - 12 noon to 2pm, North Highway Cafe - Celine Shilkett, Diane Schwartzberger, and Joy Eagle

We had a great Christmas Dinner with 50 members of our EIVMCCA Chapter and 6 members of the Hot Rod Club enjoying the festivities. Celine and Diane made the tables beautiful! We had a yummy dinner and our White Elephant Gift exchange; we are a blessed crew.

BRRRunch! - Dixies' Diner - 11am - \$16/person - Joy Eagle

We had our January meeting at Dixie's Diner on Saturday, to start the year off. Sign-up sheets were routed:

2025 Meeting Treats – See side bar**2025 Activities – See side bar****New Business**

Chrome in the Dome - Pocatello Minidome - March 7th (afternoon) and 8th - Yale Harker
 Bill Beery is arranging a breakfast for Saturday morning at 8am, location to come.

Our club will have 8 cars on display at this event:

1925 Ford Depot Hack - Doug and Rhonda Schwartzberger**1946 Lincoln Continental - Bob and Jane Hoff****1952 Hornet - John and Natalia Walrath****1929 Model A Roadster - Paul and Lona Engberson****1966 Impala SS 427 - Bill and Sandy Beery****1965 Sport Fury - Lewis and Carole Rounds****1963 Corvair/Monza 900 - Yale Harker****1970 F100 Four Wheel Drive Pickup - James Hoff and Savannah**

The meeting was adjourned.

Studebaker's Trendsetter – 1951 Studebaker 2R5

By [Mike McNessor](#)—September 23, 2018 in [Classics](#)

Studebaker's time in the hotly contested American light-truck market was short, but plucky South Bend managed to produce some memorable designs. From a styling standpoint, the most influential hauler in Studebaker's two-plus-decades of pickup production was the truck on these pages, the 2R series.

Studebaker made its light-truck debut in 1941 with the dashing M5. The M5's upright styling and mustache-shaped grille was fashionable for the time, borrowing cues from Chevrolet's Art Deco trucks. As a cost-saving measure, the M5 also borrowed some of its body panels from the Studebaker Champion passenger car, as well as the Champion's 169.6-cu.in. L-head straight-six engine.



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Studebaker couldn't afford to stamp out unique body panels as prodigiously as Ford and GM, so it further economized on the M5 by making the truck's fenders interchangeable from front to rear (on each side). The running boards, too, were designed to be a direct swap from side to side. Interior appointments in the M5 were sparse, in typical pre and postwar work-truck fashion. A bench seat with a rubber floor mat and a basic gauge package—viewed through a beefy two-spoke wheel—greeted drivers.

Robert Bourke, chief of Raymond Loewy's design team, is credited with striking a historic win for South Bend and pointing the way for future light-truck designs when he penned Studebaker's 2R series trucks. (Bourke is better known for another landmark Studebaker design, the 1953 Starliner coupe.) The new 2R series cab boasted streamlined styling, reminiscent of GM's Advance Design pickup trucks, only subtler and more modern. Especially noteworthy was the truck's bed. Unlike every other pickup bed in the industry, the 2R's side panels were smooth, and there were no clunky top rails. Moreover, the rear fenders didn't look like afterthoughts, but rather integrated parts of the bedsides. And to ensure that the streamlined bed remained dent-free, the sides were double walled—a standard feature in pickup bed construction today, but unheard of in the late 1940s.

One of the 2R's most dramatic styling cues was actually a subtraction—there were no exterior running boards or steps on this truck, neither beneath the doors nor at the front of the bed. This too, of course, would become a universal trend in truck design in years to come.

While the 2R's styling looked cutting-edge when the trucks hit the market, Studebaker's lack of resources meant that the same basic design would soldier on, with some updates and name changes, through 1959. By the end of the 1950s, Studebaker trucks looked antiquated compared to Ford and GM's flashy offerings, and the beleaguered automaker had little hope of reversing its downward trajectory. Officially, the 2R series ran through 1953, and in that time, Studebaker sold 110,500 2R5 1/2 tons: a high-water mark for their light-truck production and design.

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