

The Gas Line

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From the President's Corner:

Hello, and thanks to those who attended the August meeting at the IF Library. Thanks to Bill Beery for keeping the room reserved for us. As we discussed briefly, we will have a reading of the minutes and treasurer's report at the September meeting.

There have been many good car shows so far this year and many more to come. Hope everyone is enjoying the summer and getting to participate in the car shows and gatherings at Arby's, etc.

We will have a special election for Secretary in November with nominations at the October meeting. Please consider taking on the role of Secretary for the club. I am sure Joy and Ginger would gladly help you get going as the new Secretary.

One special note about upcoming car show at Dixie's Diner. They will have their annual car show on Wednesday September 10th from 4:30 PM to 7:00 PM. The restaurant will be celebrating 20 years in operation. Tom will give 20% off all orders that day including during the car show. If you are able, please plan to attend and help Dixie's Diner celebration for its 20th anniversary.

I will miss the next meeting to recover from surgery and plan to be at the October meeting. That is all for now. I hope you are able to attend our next meeting at the Idaho Falls, Library.

Bob Thompson

CLUB ACTIVITIES

September – Spencer
 October – Market Lake
 November – Membership Drive
 December – Christmas Party

MEETING TREATS

August – Ginger Rounds
 September – Bill and Sandy Beery
 October – Scott Kelly
 November – Lewis and Carole
 Rounds
 December – Christmas Party

NATIONAL EVENTS
TBD

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 our club website and the
 newsletter to:

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EIVMCCA Meeting Minutes – 8/7/2025.

The meeting was held at the Idaho Falls Public library. There were nineteen members in attendance. No minutes or treasure report from July. President Bob Thompson conducted the meeting.

Old business:

The picnic was a success. Thank you everyone for your contributions. We need to get together and talk about the lessons learned from the car show swap meet in Shelly. One topic is the snack bar in the shelter did not get enough attention. Maybe more signs?

New business:

Activities

- **August-** Lots is going on. Duck races and car show on Saturday the 9th. This is being done by Bill Beery. The poker run is 08/07/2025 at 17:30. Meeting at Skyline high school, making their way to Kia for food, music, and prizes. There will be three trophies for best, worst, and longest driven. Hamburgers, ice cream, and a band. The car show on 08/09/2025 has been upscaled to include eight drawings for tools and \$300.00 worth of local giveaways.
- **September-** Spencer
- **October** – Market Lake

We voted on getting three new tires for the trailer. All agreed.

We are now looking for a newsletter person as well as a new secretary. Bobby Lane will be spending more time in Texas and feels the newsletter should be done local. We will miss him as he has done such a wonderful job.

If anyone would like to take the notes (minutes) and be secretary, this position is available also.

Ginger will continue to take the minutes down until December.

There was discussion on the web site as well. It cost \$300.00 to maintain the site and we only got three hits on it. Is it worth it? Please keep this in mind for the next meeting.

National news: Numbers are down for the tours and for memberships.

Editor's Note: I just wanted to share an article on the Ford Pinto. I purchased a 1977 Pinto Hatchback in July 2025. It was formerly a pull-behind for the family that lived in Wisconsin and traveled to Arizona for the winter. I have condensed the information to hit the high points of the Ford Pinto to fit within our newsletter. Source: Wikipedia.

The Pinto was marketed in three body styles throughout its production: a two-door fastback sedan with a trunk, a three-door hatchback, and a two-door station wagon. Mercury offered rebadged versions of the Pinto as the Mercury Bobcat from 1975 until 1980 (1974–1980 in Canada. Over three million Pintos were produced over its ten-year production run, outproducing the combined totals of its domestic rivals, the Chevrolet Vega and the AMC Gremlin. The Pinto and Mercury Bobcat were produced at Edison Assembly in Edison, New Jersey, St. Thomas Assembly in Southwold, Ontario, and San Jose Assembly in Milpitas, California

Initial planning for the Pinto began in the summer of 1967, was recommended by Ford's Product Planning Committee in December 1968, and was approved by Ford's board of directors in January 1969. Ford President Lee Iacocca wanted a 1971 model that weighed under 2,000 lb (907 kg) and that would be priced at less than US\$2,000 (\$17,149 in 2024 dollars). The Pinto product development, from conception through delivery, was completed in 25 months when the automotive industry average was 43 months, the shortest production planning schedule in automotive history at the time.

Calendar year	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Units	352,402	480,405	484,512	544,209	223,763	290,132	225,097	188,899	199,018	185,054
Total production 3,173,491										

In 1974, to meet federal regulations, 5 mph bumpers were added to both the front and rear. Unlike most 1970s cars, the addition of larger bumpers to the Pinto did not necessitate major changes to the bodywork. While the underpowered Kent engine was dropped, the optional OHC engine was expanded to 2.3 L; in various forms, this engine powered a variety of Ford vehicles for 23 years. In 1974, Mercury began selling a rebadged version of the Pinto called Bobcat as a Canada-only model. 544,209 units sold; 1974 became the most popular model year for the Pinto. Steel-belted tires, an anti-theft alarm system, and metallic glow paint were optional. In 1975, in a move to better compete with the AMC Gremlin, Ford introduced the 2.8 L V6; while far less powerful than the Gremlin's standard 232 cu in (3.8 L) I6, the V6 gave the Pinto a feature unavailable in the Chevrolet Vega.

For the 1977 model year, the Pinto received its first significant styling updates with slanted back urethane headlamp buckets, parking lamps, and grille. The tail lamps were revised except for the wagons. Runabouts offered an optional all-glass rear hatch for the first time. Pinto wagons were given a new option package. Dubbed the Pinto Cruising Wagon, it was the sedan delivery version of the Pinto styled to resemble a small conversion van, complete with round side panel "bubble windows" and a choice of optional vinyl graphics. My Pinto is on the left and a stock photo of a wagon is on the right.

