

The Gas Line

CHAPTER OFFICERS

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Market Lake

President's Corner

Hi all,

It's snowing as I write this! A typical spring day in Idaho Falls!
No fooling, our monthly meeting will be April Fool's Day:

April Chapter Meeting

Thursday, April 1, 7:00 p.m.

Aeromark, 1940 International Way

The room is upstairs, and masks are required.

The main topic for discussion will again be the Swap Meet and Car Show. We're making great progress with plans for this event. Joy and Rich have finalized the flyer and application; Rhonda has everything in the mail to previous vendors; Dawn has food vendors contracted; and we already have 21 Swap vendor spaces reserved. We're well on our way to another great event. Get onto our website to see/download the application and flyer. If you plan to be a Swap vendor, you need to get your application and check to Joy as soon as possible.

Hope you can make it to the meeting.

Douglas

CHAPTER EVENTS

Apr 1 – Chapter Meeting, Aero Mark, 1940 International Way, Idaho Falls, 7 p.m.

Apr 24 – Market Lake clean up (more info to come)

May 8 – Chrome in the Dome (tentative)

Jun 5 – North Highway Café Car Show and Soda Springs Car Show

Jun 19-20 – Swap Meet and Car Show

Aug – Doug & Rhonda Event

MEETING TREATS

Apr	Bob Thompson
May	Carole & Lewis
Jun	Bill & Sandy
Jul	
Aug	Paul & Lona
Sep	Diane & Mark
Oct	Dawn & Gary
Nov	Bob & Celine
Dec	

NATIONAL EVENTS

Apr 25-30: Chrome Glidden Tour, Alcoa/Marysville, TN Jimmy and Debbie Hixson (386) 478-6668
debbieowens1953@aol.com

Jun 6-10: Nickel Tour - Planes, Trains & Automobiles, Troy, OH Rick Lindner (614) 263-3673

Jun 6-11: Lewis & Clark Regional Tour, Yankton, SD to Mobridge, SD. Jim and Judy Johnson, (605) 390-4410 or jim.judy.johnson@rap.midco.net

Jun 13-18: 1&2 Cylinder Tour, Fremont, OH. Marty Tansey & Jerry Martin
dmtansey@ncwcom.com

Sep 12 –17: 2021 Revival AAA Glidden Tour, Saratoga Springs, NY. Bill Preston (315) 224-5759 or
75thglidden@gmail.com

Meeting Minutes – March 4, 2021

President Douglas Schwartzenberger opened the meeting at 7:00 p.m. with sixteen (16) members in attendance.

Minutes were approved as written in the Gas Line newsletter with Bob making a motion to approve; Mark seconded the motion. The treasurer's report was given and approved. Doug thanked Bob and Jane for the use of AeroMark for our March monthly meeting. A signup sheet for monthly treats/activities was passed around. Doug asked if anyone in attendance was not receiving the newsletter. Everyone is receiving the newsletter.

Doug introduced our newest member to the VMCCA, Bill and Sandy (not present) Beery. Bill received his certificate of national membership and passed around the certificate for everyone to sign. He has a 1966 Impala SS and a 1968 MGB Convertible.

Old Business:

Chrome in the Dome is currently moving forward with their plans for an outdoor event on May 8 in the Holt Arena parking lot. The club is planning to participate and will sponsor four cars. Gary and Dawn checked with Good Sam about their car show and a possible conflict. Good Sam is not hosting a car show this year.

The Swap Meet was discussed. Doug had a copy of the flyer and layout for spaces. As of this meeting, ten spaces have been rented. Dawn reported on the food vendors. T 'n T Hotdogs and the Icee vendor will be at the Swap. She has a call into Bodily (the breakfast and hamburger vendor) and hasn't heard back from them. Diane was asked if she would ask if anyone from the Citizens' Watch Patrol would be interested in the role of security. She will bring it up at their next meeting. Doug will contact Mason at Parks and Rec. to find out the exact number of security guards needed for our event, whether security needs to be a trained security person or if someone from our club could be security, and whether they are required to carry a firearm. We are still in need of someone to take the lead role for the car show Saturday and Sunday. Many in attendance are willing to help but do not want to take the lead. Gary has placed an ad in the 2021 Street Rods of Idaho. He encourages us to support the street rods because they lobby for our hobby, and we have benefited from their effort.

New Business:

Doug received an email from the High Desert Photographers Club. They are interested in a photo shoot of cars with models in vintage clothing. They wanted to do this during the Swap. Doug's email response:

"It sounds like a great opportunity. However, I'm not sure the Swap Meet/Car Show would be the best venue for this to happen. We're usually really busy that day with the Swap Meet and Car Show, and the Car Show is pretty packed in with usually about 200+ participating. We don't have the area to space even six cars 10'-12' apart. Maybe our club could think of a day tour activity where we would provide you with a photo opportunity. I will get input from our membership at our next meeting".

(continued on page 4)

1929 Stutz Model M Torpedo

By Terry Shea, Hemmings Motor News, March 2021

Instant greatness doesn't happen often, especially in the world of automobiles, but the results can be spectacular when it really does occur. Harry C. Stutz experienced it in 1911 by entering the first Indianapolis 500 and having one of his first cars just miss the top 10, an impressive outcome. The Stutz thus became known as "The Car That Made Good in a Day." Its early baptism at the speedway gave Stutz a hard-earned reputation for speed that never wavered during its too-brief existence. This car, a 1929 Stutz Model M Torpedo Speedster with tapered rear sporting bodywork, makes that fact abundantly clear.



From the very beginning, Stutz's sporting models are what made headlines and likely what drove people to its showrooms. Harry Stutz and his eponymous company were always associated with high-performance motoring and engineering that was well beyond most ordinary cars, and even plenty of competitors in the premium market.

As the Great Depression's free fall began, Stutz produced and sold just 2,320 cars in 1929, although they were spread across a dizzying 27 available body styles. One of them was this

two-passenger Torpedo Speedster, a defiant car riding on Stutz's longest wheelbase, 134.5 inches. The body style is also variously known among Stutz fans as a boattail or taper-tail. Since this Model M's bodywork lacks a builder or serial plate, its exact origins cannot be positively determined, although it very strongly resembles other two-place 1929 Stutzes with bodies complete with right-side "golf bag" doors, that were produced for Stutz by LeBaron. The seller of this Model M believes it to be one of two such cars produced with full fenders and running boards, as opposed to the more common cycle fenders and single step plate for the driver. Like virtually every production Stutz ever built, this Model M is designated as a Full Classic by the Classic Car Club of America.

The heart of this automobile is its sophisticated Vertical Eight engine, designed by Charles "Pop" Greuter under the guidance of CEO Frederick Moskovics. During a time when many engines featured flathead arrangements (a.k.a. side-valve or L-head), the race-bred straight-eight with its single overhead camshaft displaced 322 cubic inches and was rated at a stout 113 horsepower. The rebuilt Vertical Eight here is believed to be original to the car and is mated to a Warner Gear four-speed manual transmission, another uncommon element from a time when most American cars had just three forward speeds.



With a body said to have been last refinished in 2006 and the frame in 2011, the entire car appears to remain in excellent condition. It's hard to look at this Stutz and not think what it must be like to do some hard charging, with the wheels at extreme slip angles, mud and grease occasionally fouling your goggles, arms wearied by all the muscling required to build faster lap times, the steady thrum of the smooth engine acting on the whims of your right foot.

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Send me your car photos for
the website.
<http://www.eivmcca.org>

Meeting Minutes (continued)

The membership agreed with Doug's response. Gary noted that it would most likely be an all-day event. Dawn suggested that we do it in the fall if we decide to participate. Bob Hoff offered the Ranch for the photo venue. The following questions were asked: What will they do with the photos? Would they prefer morning, mid-day, sunset? Would they make a calendar with the photos for us? Do they make money off the photos? Doug will get in contact with the organizer and get answers to these questions. There does seem to be interest to participate.

Mark reported that the Market Lake Road cleanup will take place the end of April or first of May.

Bob Shilkett reported that the next Board of Governors' meeting will possibly be later this month. He has sent an inquiry to the two Utah chapters for their input and interest in a Regional Tour this year. He hasn't received a response. We were planning a 2020 Regional Tour to Jackson. It had to be cancelled because of the Pandemic but some of the leg work is already done. Do we want to move forward with this plan? How do members feel about COVID risk? Will members be hesitant to participate? Bob Hoff suggested the restored historic hotel in Soda Springs as a possible destination. We will further discuss this at next month's meeting and will, hopefully, have a response from Utah as to their interest.

Doug thanked Bob and Jane for providing treats. Bob Thompson made a motion to adjourn; Gary seconded the motion. The meeting was adjourned.

Respectfully Submitted,
Rhonda

Member Cars

