

# The Gas Line

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## Board of Directors

Paul Engberson

Lewis Rounds

Doug Schwarzenberger

Rich Eagle

Yale Harker



Greenbelt Duck Race Car Show  
Saturday, August 10

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## President's Corner

Hello, and thanks for joining us at the potluck dinner; the food was great! Thanks to Scott Skinner for making the arrangements for the shelter and Joy Eagle for all she does getting the food and everything else needed to have a successful potluck dinner. We had a short meeting at the potluck and handed out a few of the Chrome in the Dome plaques that Yale Harker made. We will figure out a way to get the rest of the plaques distributed.

I met with the Eastern Idaho Early Idaho Organization (EIEIO) and they are planning a tour to the Sugar Cube in Sugar City, Idaho. You probably received an email asking which Friday in August worked the best for you. Based on the responses, and the EIEIO and Laid Back folks, the tentative date is August 23<sup>rd</sup>. I hope to have more information at the August meeting.

Bill Beery led a small group of members to the ISU automotive school tour on July 16<sup>th</sup>. I was not able to attend but those I spoke with enjoyed the tour and were impressed with what they saw.

Hope to see you at the August meeting in the Idaho Falls library.

Bob Thompson

## CHAPTER EVENTS

**Aug 1** – Chapter Meeting at 7 p.m. at Idaho Falls Library, 457 W. Broadway, Idaho Falls.

**Aug 9** – Duck Race Cruise and Poker Run, 5:30 p.m. at The Waterfront – Snake River Landing – Bill Beery and Kevin Call.

**Aug 10** – Duck Race Car Show, register at 8 a.m. at John's Hole Boat Launch – Bill Beery and Kevin Call.

## MEETING TREATS

Aug	John Walrath
Sep	Rich and Joy
Oct	Paul & Lona
Nov	Bob & Celine
Dec	Christmas Party

## NATIONAL EVENTS

**Jul 29 – Aug 1** – Farm Boys Tour, Richmond, IN. Kelly or Dave. grizzsgarage2019@gmail.com

**Sep 20-21** – A View from the Bluff, Scottsbluff, NE. Shirley Reed (308) 665-5934

**Sep 22-27** – Revival AAA Glidden Tour, Northern Maryland/Adams County, PA. Rob Burchill. hattiesgarage@comcast.net

**Nov 3-8** – 2024 National Western Tour, Tucson, AZ. Steve Partman. smpartman@outlook.com

**Nov 17-22** – Part III Old Spanish Trail Regional Tour, St. George, UT To Santa Fe, NM. Steve Fitzgerald. studebakersteve@bresnan.net

## July Potluck – Show and Shine – July 11

No minutes from this chapter meeting, but it was a great potluck.

Some news from the Board of Governors meeting on July 23:

- The move to provide the *Bulb Horn* in a digital format for next year is progressing. Members will have the option of selecting the digital format over the mailed hardcopy when you renew for 2025. The digital option will reduce your national membership cost from \$48 down to \$40.
- Secretary Mike Welsh reminded us that if a chapter needed an insurance certificate for an event, they should contact Mike directly and he would deal with J. C. Taylor Insurance.
- Carl Worstell reported that he received no new nominations for national officers and that all current officers expressed the willingness to serve another term.
- Finally, Clare Ostreicher announced that long-time member, Ken Gunderson, passed away on Saturday, July 20.





## 1969 International 1100D Step-side

By Brian McTaggart, Hemmings Motor News

When you think “classic truck”, what do you picture? Is it a “Job-Rated” Dodge? A “fridge”-era Ford? Maybe you’re picturing a Chevrolet CST, optioned out to the nines with a big block under the hood?



Whether you have this idyllic image of the old farm truck bouncing along a dirt road or want to add some utility to your collection, a classic truck is certainly a worthwhile investment. But why a Ford, or a GM product, or a Dodge? Why not an International Harvester, like this 1969 1100D step-side that is up for auction on Hemmings.com?

As the 1960s drew to a close, pickup truck manufacturers were facing a cultural shift in how their pickup trucks were perceived. No longer was the truck simply a tool with license plates attached. Instead, families were seeing the value in having a truck as a second vehicle, and while utility and capability

were still high on the list of desires for consumers, creature comforts, which pretty much ended at “a heater” for trucks for years, started to creep in. The truck was beginning to become car-like, in both looks and in the interior. Except over at International Harvester, who bucked that trend and kept their trucks mostly utilitarian in nature.

To be fair, International wasn’t trying to keep up with the trends. The previous model, the B-series, was merely an updated version of a truck that first debuted in 1957. The C-series trucks debuted in 1961 and only brought cleaned-up front sheet metal, a four-door, four-wheel-drive truck (the Travelette), and most important, an independent torsion-bar front suspension. But by 1968, the outer appearance was dated, and the competition was modernizing fast. The new-for-1969 D-series was certainly a step in the right direction. Power steering and power brakes, AM/FM radios, automatic transmissions and more were available, as were a fleet of engines, from International’s line of six-cylinders, to AMC-sourced sixes, and



IH’s line of V-8s. Add in smoothed, upright styling and a no-nonsense trim level system (standard, Exterior Trim Package No. 1, and Exterior Trim Package No. 2), and you would believe that International was poised to keep their #3 spot in light truck sales. The problem wasn’t that IH sold fewer trucks. The problem was that everyone else was selling more of them. GM, Ford and Dodge had started moving substantial numbers, and that was before GM and Dodge updated their truck lines extensively in 1972 and 1973, respectively. A combination of questionable business practices regarding worker compensation, a failure to read the changes of the pickup-buying public, and a lack of dealership infrastructure combined to whittle away International’s profits. In April 1975, the light trucks were done, with only the Scout sport-utility remaining.

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## Blast from the Past – Western National Tour 2014

Logan, UT hosted the Western National Tour in July 2014. Here are some photos from that tour ten years later.

