

The Gas Line

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Harvest Daze Membership Drive – Nov. 9



We will meet at the Indian (North Tourist Park at the corner of Yellowstone Highway and Lincoln Road in Idaho Falls) at 10:30 a.m. to renew our dues. Then we will proceed on a short mystery tour around Idaho Falls.

Our destination will be the home of Gary & Dawn Schwartzberger, 439 3rd St., Idaho Falls by about noon. We will have a potluck lunch (so bring a dish to share) and our Harvest Daze Competition for the best harvest inspired dish. Our club will provide table settings and drinks. Bring a friend to join in the fun! Food and Fun for everyone!

President's Corner

It is trying to spit snow as I'm writing this message. I guess that means we are at the end of car shows and cruise nights for this year. It has been a fun summer!

We were well represented at the Regional Meeting on October 19. We had seven of our club members attend. The meeting went well. Congratulations to Bob Shilkett who is our new Regional Director. We're looking forward to ending this year on a high note with our Membership Drive in November and Christmas Dinner in December. 2020 should be another great touring year.

Put away your lawn mower and rev up the snow blower.

Your Prez,
Douglas J.

CHAPTER EVENTS

Nov: Harvest Daze – Joy Eagle

Dec: Christmas Party

MEETING TREATS

November 7

December Christmas Party

UPCOMING EVENTS

Feb 27-Mar 1: Annual Meeting & Awards Banquet , Las Vegas, NV, contact John Munoz 702-490-7811 or johnpm@ahern.com

Mar 19-21: 2020 Texoma Regional Tour, North Fort Worth, TX, contact Don Knight 972-641-4517 or dwnknight3040@gmail.com

Chapter Meeting Minutes – October 3

President Doug Schwartzenberger conducted the meeting and Joy Eagle read the previous minutes and presented a treasurer's report.

Market Lake Clean-up – September 28th – Mark & Diane Schwartzenberger. The clean-up crew met at Mitchell's Restaurant. It was decided to wait to do the clean-up on a nicer day. Brian Edgerton, a brave soul, went to Market Lake even though it was raining and found that Miller Lite was the favorite beer and Merit the favorite cigarettes. He also found a cell phone that he was able to return to the owner! Good job Brian! The members decided to forgo the Clean-up for this fall and resume the effort in the spring.

2019 Glidden Tour – Judyth Derbidge attended this event. She had a great time on the tour and brought photos to share.

2020 Car Show and Swap Meet – June 20-21, 2020 – Larry & Clyde Christian. There will be a meeting with Mason Hanke, City of IF Parks representative to review fees. The club voted to print 300 plaques for 2020.

Las Vegas National VMCCA Meeting – February 27 – March 1, 2020. See the VMCCA website and the Bulb Horn for details; or there will be applications at the next meeting.

EIVMCCA Scholarships – The ISU scholarship will be reviewed with ISU by Sam Otero.

Michael Derbidge Award (formerly the Trash to Treasure Award) – This award is available; let's try to apply for this honor! EIVMCCA will pay for the physical award, but it will be presented at the National Meeting.

OCTOBER ACTIVITY - GHOST WALK. Discover Downtown Idaho Falls History, Mysteries & Ghosts! October 29th 7pm (arrive 20 minutes early) Starts from Civitan's Park on Park Avenue, Idaho Falls. About 90 minutes of a walking, stopping and listening tour including about 10 stories from our history! Dress Warm! This is a wheelchair friendly activity. Bring your cell phone to use their app on the tour! We will share! Price \$15/person - CASH (sorry no children) Contact Joy Eagle 208-529-9450 or joyfuleagle@aol.com to reserve a spot.

Harvest Daze Membership Drive – November 9th -- Joy Eagle - Meet for Coffee and Donuts, renew our dues, harvest dish competition, and a mystery tour – details to be discussed at the October Meeting.

2020 Dues for VMCCA National and Local – we will collect the \$50 (\$40 National, \$10 Local) dues at the Membership Drive on November 9th or send to Joy Eagle, 2556 E. Lincoln Rd. Idaho Falls, ID 83401. Anyone that has their dues paid by December 15th will be placed in a raffle for a free National 2021 membership.

(continued on Page 4)

Making Mechanical Salad: Building a Model T Engine the Old-Fashioned Way

David Conwill, Hemmings Motor News, October 8, 2019

We're spoiled for choice, these days, when it comes to improving our vintage engines. You can call up any one of dozens of businesses and order things like aluminum pistons, better-flowing cylinder heads, stroker crankshafts, high-performance cams, and bigger valves. There's no need to set foot in a junkyard if you don't want to—and that's probably a good thing, as high scrap metal prices and encroaching sprawl have annihilated most of the dense repositories of vintage parts that once existed.

Before World War II, with its own set of scrap drives, the situation was reversed. Junk cars going back to the dawn of the automobile were common fixtures in junkyards, dumps, and back lots. During the Great Depression, whole shantytowns, known as Hoovervilles, were sometimes constructed of abandoned cars.

After the 1920s, there also was virtually no automotive aftermarket aimed at the speed-enthused hobbyist save for what little crossed over from pursuits of the wealthy, like boating. Whether for inboard engines or race cars, the parts that were available tended to be expensive and thus out of the reach of the average Joe.

The net effect of that was that to build a speed machine, one had to become adept at adaptation. Creative backyard engineers knew what the innards of their engines looked like and they spent a lot of time dissecting dead cars to see what might be made to fit their car and improve its performance.

Recently, I had occasion to contemplate these clever mixtures of parts. My original plan for the engine in my 1923 Ford project was a 1926 engine improved with the addition of a 1928 Chevrolet crankshaft and rods. That's a fairly common improvement in Model Ts, as the Chevrolet crank is the rare Chevy part actually stronger than its equivalent from Ford.



(continued on page 4)

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

Chapter Meeting Minutes (continued)

December Event – Saturday, December 7th, 1 p.m. – Joy Eagle. We will have a Fabulous 50s Christmas at Dixie's Diner--wear a costume (or don't) if you would like. We will have a White Elephant Gift Exchange, fun and a contest!

Lewis and Clark Tour 2023 – Brain Edgerton & Yale Harker have prepared an excellent outline for this National Tour. We will look forward to this event.

Thank you to Rich & Joy Eagle for treats – don't you love a little sweet treat!

Making Mechanical Salad (continued)

The reasons for that rarity was Ford's emphasis on high-quality metal and GM's desire for low production costs. Even those racers, like John Gerber, who used Chevrolets as the basis for their cars knew that things like Chevy axle shafts weren't to be trusted and usually adapted Ford pieces instead.

While a Model T crank from the late EE series is a decently stout piece, the Chevrolet crankshaft is still better-engineered. Model T restorers snap up EE cranks whenever they become available, leaving the Chevy crank slightly more plentiful thanks to the low survival numbers of the wood-framed Chevy bodies and their dainty rear axles. Chevrolet engines, along with many other non-Ford units, remain somewhat plentiful thanks to second lives as stationary powerplants running generators, sawmills and the like.

A friend offered me a Chevy four crankshaft he had in his parts pile, but the problem is that it lacks connecting rods. Of course, I could hunt down a set of original Chevrolet rods, but I knew that Gerber actually had problems with his rods, which led to him getting into the connecting rod business. Custom rods are an option, of course, albeit an expensive one; but I couldn't help but wonder what other kinds of OE rods might be adapted.

After discounting these somewhat exotic choices, I was left with one that is perfectly in keeping with my original KISS philosophy—Ford Model A rods. One of the beauties of building a Model T is that even Model A pieces are heavy duty by comparison. They're also available brand new, complete with insert bearings.

One interesting issue that arises from all this is that of pistons. Stock Model T connecting rods are seven inches long; those from a '28 Chevy are 7 3/8-in. and Model A rods are 7 1/2-in. When installing a Model A crank and rods in a Model T block (a more complicated process than the Chevy crank, but one that gains another quarter inch of stroke) often the rods are shortened or custom pistons are made. In the 1928 Chevy block, the additional rod length moves the piston up in the bore and increases compression—something very desirable in that engine, as the stock ratio is only 4.75:1.