

The Gas Line

CHAPTER OFFICERS

President Bob Thompson

(208) 520-4598

3rgt@mail.com

Vice President Scott Skinner

(208) 313-0443

skinner@byu.edu

Secretary: Ginger Rounds Houx

gingerrounds@hotmail.com

Treasurer Joy Eagle

(208) 529-9450

joyfuleagle@aol.com

Eagle /Transition to Holly
Crawley

Board of Directors

Mark Schwartzenberger

John Walrath

Bill Beery

Gary Schwartzenberger



From the President's Corner:

Hello, and thanks to those who attended the September meeting at the IF Library. I also want to thank our Vice President, Scott Skinner, for leading the September meeting. I had surgery on August 25th and was not ready to attend the meeting.

As a side note, my surgery was a complete success and recovery is going well. I hope to start going to the Tuesday cruises and future car shows.

Please think about who you would like to nominate for our secretary. We will take nominations and volunteers at the October meeting and elect the new Secretary.

Speaking of October, please plan on helping out with our Fall Market Lake Cleanup on October 3rd and consider attending the car show at the Nice Spot on October 4th. Mark and Diane will have the final details at the October meeting on October 2nd.

I plan to be at the October meeting and look forward to seeing everyone at future events and car shows.

That is all for now. I hope you are able to attend our next meeting at the Idaho Falls, Library.

Bob Thompson

CLUB ACTIVITIES

October – 2nd Monthly Meeting
3rd Market Lake Cleanup
4th Nice Spot Car Show
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**

**Eastern Idaho
VMCCA Chapter**
P. O. Box 2347
Idaho Falls, Idaho
83403-2347

Send your car photos for
our club website and the
newsletter to:

bdlane67@outlook.com

Newsletter Editor

Bobby Lane
(512) 848-1040
bdlane67@outlook.com

EIVMCCA Meeting Minutes – 9/4/2025.

The meeting was held at the Idaho Falls Public library. There were seventeen members in attendance. No treasure report from July. Vice President Scott Skinner conducted the meeting. Minutes from 08/07/2025 read by Ginger Rounds.

Old business: No old business

New business

Still wondering if we want a Facebook page and a newsletter or just one.

Activities:**September**

Spencer drive is on the 12th. Meet at Outback at 1000. Leave at 1030.
Dubois car show on the 27th. 10-3.

October

Market lake clean-up on October 3rd. Meet at Outback at 0800 and leave at 0830. Bring good walking shoes, grabber, gloves and proper clothing for the weather and terrain.

Nice Spot October 4th from 9-12

November

Membership drive on November 8th. Meet at the Indian at 0900 and leave at 0930. Possible garage tour on the same day. Starting at Ginger Rounds garage (she will supply coffee and donuts-snacks)

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 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. Please look at the web site for national nominees for the positions they have open for their profiles.

The Cleveland: Ohio's Short-Lived "Light Car" Offered Six-Cylinder Power and Flexibility

By [Mark J. McCourt](#); Updated August 18, 2025; in [Hemmings Car Features](#), [Classics](#)
[The Cleveland: Ohio's Short-Lived "Light Car" Offered Six-Cylinder Power and Flexibility](#)



In the early decades of motoring, premium automobiles tended to be massive: heavy mechanical components motivated coachwork constructed and trimmed on a grand scale. Economically designed, popularly priced cars like Ford's Model T were much thriftier in their use of materials and space. Those smaller, cheaper autos earned the nickname "light cars." While light cars overseas typically featured tax-friendly, small-displacement, low-power engines in lightweight bodies, the definition of light cars in the U.S. was more inclusive and included vehicles beyond the Model T's price class.

Some more-economical companion models of established U.S. marques found themselves described with this sobriquet: the 1926 Pontiac would be called a light car next to its pricier, more substantial Oakland sibling. Seven years earlier, Ohio's well-regarded [Chandler Motor Car Company](#) established the separate, yet wholly owned, [Cleveland Automobile Company](#) to build a smaller, lower-priced light car. The new marque's Model 40 Six, bearing a distinctive peanut-shaped logo, would swiftly earn an award-winning reputation for performance and thrift.

While the 1919 Chandler used a 123-inch wheelbase, a 289-cu.in. L-head inline-six, and came in six finished body styles, the Cleveland rode on a 112-inch wheelbase frame and was powered by a 190.8-cu.in. valve-in-head six-cylinder. It was launched as a three-passenger Roadster and five-passenger Touring Car, with four-passenger Coupes and five-passenger Sedans following; the range cost \$1,385 to \$2,195 (adjusted for inflation, \$25,600 to \$40,575). While Clevelands were cheaper than fine Chandler cars, they cost nearly three times as much as Ford's equivalent Model T.

The Model 40's in-house-built engine used a three-bearing crank and vacuum-fed Stromberg MB1 carburetor; it made forty-five horsepower at 2,200 rpm along with an unspecified amount of torque. That output went to the rear wheels through a multiple-disc clutch and three-speed transmission, and ride comfort came from semi-elliptical leaf springs cushioning the movement of the wood-spoke wheels, with external-contracting drums on the rears offering all the Six's braking force. The automaker contracted with Fisher to supply bodies, all of which were painted Cleveland Blue, with hoods, fenders, running boards, and wheels factory-finished black.

The first two years' production of Cleveland Sixes amounted to 4,836 cars, with assembly ramping up to a high of 12,435 in 1925. Output dropped sharply to 3,213 cars the following year, after which the marque was folded into its parent company, and a Chandler Standard 6 stood in for the Cleveland. The Cleveland Automobile Company factory was then sold to Hupmobile.

The Model 40's in-house-built engine used a three-bearing crank and vacuum-fed Stromberg MB1 carburetor; it made forty-five horsepower at 2,200 rpm along with an unspecified amount of torque. That output went to the rear wheels through a multiple-disc clutch and three-speed transmission, and ride comfort came from semi-elliptical leaf springs cushioning the movement of the wood-spoke wheels, with external-contracting drums on the rears offering all the Six's braking force. The automaker contracted with Fisher to supply bodies, all of which were painted Cleveland Blue, with hoods, fenders, running boards, and wheels factory-finished black.

The first two years' production of Cleveland Sixes amounted to 4,836 cars, with assembly ramping up to a high of 12,435 in 1925. Output dropped sharply to 3,213 cars the following year, after which the marque was folded into its parent company, and a Chandler Standard 6 stood in for the Cleveland. The Cleveland Automobile Company factory was then sold to Hupmobile.

The 1919 Cleveland Touring on these pages –serial number 2075– is one of the earliest built, and a telltale is its lack of external door handles; the rear window in its tattered original top echoes the logo's shape. While Chandler cars have a page on classic.com –their seven recorded sales average \$12,014– Cleveland Sixes do not publicly sell often enough for that site to track them. Thank you.

[Cleveland Motor Cars, Cleveland Automobile Company, Cleveland, Ohio | Historic New England](#)

