

2014 Chapter Officers

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Board of Directors:
Mike Derbidge
Sam Otero
Doug Schwartzenberger
Gary Schwartzenberger

Upcoming Events

Jul 10: Chapter Meeting 5:30-9:00 PM at the South Room of the Idaho Falls Activity Center, 1575 North Skyline Dr., Idaho Falls

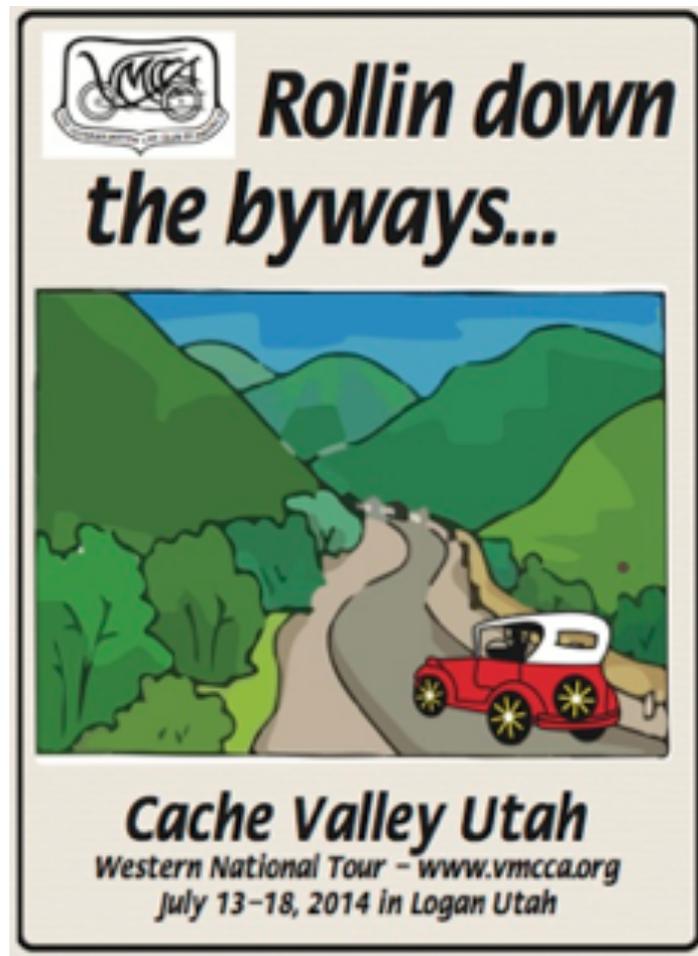
Jul 13-18: Western National Tour, Logan, UT – contact Scott Harris 435-752-3132

Jul 25-27: Texas Hill Country Swap Meet, Fredericksburg, TX – contact Bill 830-998-4058 fbgswapmeet@yahoo.com

Jul 29-31: 1 and 2 cylinder; Bad Axe, MI. Hosted by The Great Lakes Region – contact Greg Lange 989-792-2840

Aug 2: Fairwinds Car Show from 10 a.m. to 2 p.m. – 310 Valencia Drive in Idaho Falls.

Western National Tour – Logan Utah



The 2014 Western National Tour starts in a couple of weeks in Logan. It looks like a fun tour and we wish the Cache Valley Chapter all the best in hosting the tour. Several of our chapter members are attending the tour – we expect lots of photos and stories to share with the rest of us!

Great Swap Meet & Car Show Dinner Meeting

Everyone is welcome to attend our dinner meeting on Thursday, July 10th at the Idaho Falls Activity Center – starts early at 5:30 p.m. Everyone in our club either attended the Swap Meet, brought a car for the car show, had a swap booth, worked at the Coffee and Treat Spot or the Car Show or told someone about the event or thought about going. Everyone in our club is a part of the Car Show and Swap Meet and this event celebrates another successful year! The club will provide fried chicken, drinks and tableware; please bring a side dish to share. Thank you all for another wonderful event!!!



Assignments/Reminders

Activities

July 13-18th – Western National Tour – Logan Utah
 August – Bone & Back – Lynn Erickson
 September – Market Lake Clean-up – Marty & Ann Littleton
 Edgerton's Apple Squeezin' – Brian & Deb Edgerton
 October – EITC Trunk or Treat
 November – Pumpkin Daze Tour - Judyth Derbidge & Joy Eagle
 December – Christmas Banquet – Darla Hoff

Treats

July – Swap Meet and Car Show Dinner
 August –
 September –
 October –
 November –
 December – Christmas Banquet

Future Events

Sep 3-6: Mountains and Plains Regional Tour, Fort Collins, CO – contact Merlyn Jenkins 970-667-9302

Sep 21-26: 69th AAA Glidden, Defiance, OH. Hosted by the Great Lakes Region, Defiance Chapter – contact Bob Brown 419-758-3550

Sep 27: Edgerton 18th Annual Apple Squeezin' – Brian & Deb Edgerton

Meeting Minutes – 6/12/14

President Larry Christian conducted the meeting and secretary Joy Eagle took the meeting minutes.

Visitor – Chuck D. Marshall drove his 1928 Model A to the meeting!

Market Lake Clean up – May 10th – Marty & Ann Littleton. The area was dirtier than usual, with about 11 people in attendance on a cold windy day. This year's beer of choice was Miller Light! Thanks to all who did this service for our community - well done!

Jerry Danks/Dick Brooks Memorial Car Show – May 10th - 79 cars were there for a nice show. They even blocked off May Street this year.

Thanksgiving Point Swap Meet & Car Show – May 16-17th – Best ever show, all of the swap spaces were full and the car show looked very shiny!

Mountain River Ranch Car Show – May 24th – Gary & Dawn Schwartzenberger. 45 cars were on display with good weather and a nice relaxed feeling.

Swap Meet & Car Show – June 14 & 15th Tautphaus Park – Larry & Clyde Christian

Most of the spaces are reserved. The Studebaker Club decided not to have a booth this year. We will have a casual dinner at Dixie's Diner on Saturday night. There are questions about how to be a part of the Car Show; perhaps in the future it should be listed as a "Show & Shine". Convertible Club plans to have 24 cars at the show. Yale Harker will pick up the donuts from Baker's Dozen. Dawn Schwartzenberger will pick up the pies from Shari's. We need many volunteers for the clean up. River Bend Communications wanted pointers about setting up a Car Show/Swap Meet. We were unsure about training competition for our event.

Taylor Chevrolet Car Show - June 21st

Western National Tour – “Rollin’ Down the Byways...” – July 13-18 – Cache Valley Chapter

Bone and Back for a Hamburger – August – Lynn Erickson. Be ready for a fun, funky day trip! Are you ready to rumble?

Fairwinds Car Show – August 2nd, 10 to 2

Edgerton 18th Annual Apple Squeezin' – September 27th – Brian & Deb Edgerton - Bring Apples!

Eastern Idaho Chapter VMCCA Business Cards – Joy Eagle. Please confirm the information on the club register for accuracy for your cards. We will have both spouses' names unless notified otherwise.

Nominations for Eastern Idaho Chapter Offices – We are a great group that pulls together as needed; please don't hesitate to hold an office.

Meeting was adjourned.

Thanks to Sam & Wanda Otero for providing yummy goodies and bringing Sami Jo and Tina they provide great representation of the next generation!

Questions on the newsletter?
 Contact Jeff Pack, Newsletter
 Editor at jpack@pintlar.com or
 552-1264.
 Eastern Idaho website is at
<http://www.eivmcca.org>

Hitched Hupmobile – 1931 Hupmobile Century Six from Hemmings Classic Car, March 2014

For a first-time collector car buyer, as Jack Dwyer was at the time, a Hupmobile seems an unusual choice. Though fairly long-lived, the company folded before World War II. Though one of the better-selling auto manufacturers of the 1920s (it broke into the top ten on more than one occasion, and sales peaked in 1928 at more than 65,000), only about 1,000 Hupmobiles are registered with the Hupmobile Club today.

"When I told my wife I was going to look at a Hupmobile, she said, 'A Hup-what?'" Jack remembers. "She called her mother to tell her what crazy thing I was about to do, and her mother, who was about 75 years old at the time, said, 'Hupmobile! That was the first car I ever remember as a child!'"

As the story of this particular car came to Jack, the original owner for some reason stuck it in a barn, where the second owner found it in 1990, purchased it and refurbished it with a new interior and new paint: yellow with tan fenders. That second owner also fabricated a trailer hitch for the Hupmobile and paired it with the reproduction Mullins trailer. "I think it was just a case of him having the trailer and looking for a 1930s car to tow it with," Jack says.

Mullins Metal Stamping Company, which stamped automotive body parts in the 1910s and 1920s, did appear to also stamp parts for Hupmobile--among several other automakers--in the 1920s, but its automotive contracts dried up in the late 1920s. Looking for additional products to stamp, the company designed and built about 3,000 utility trailers in 1936 and 1937, the year the company merged with Youngstown Pressed Steel.

Those actual steel trailers have now become prized collector's items. Multiple fiberglass reproductions have been marketed over the last few decades, and the trailers have inspired not only an enthusiast's club, but also a book on their history. Jack told us: "At the time they were designed, very few cars had trunks, and fewer had built-in trunks, so Mullins decided that there had to be a market for an enclosed utility trailer that could also haul luggage."

It's likely for the utility that each successive owner, including Jack, kept the trailer with the car. Jack believes he's the fifth owner of the Hupmobile--technically a Century Six Model S four-door sedan with the 70-hp 211-cu.in. flathead six-cylinder--and believes that the odometer's reading of 23,000 miles when he bought the car is the Hupmobile's actual mileage.

"I figure it is correct because every Hupmobile needed new valves at right around 30,000 miles, and this one burned two of the exhaust valves at 28,000 miles," Jack says. (Of course, it also helps that the third owner, a priest, attested to the mileage.)

Through the Hupmobile Club, Jack learned that sourcing replacement valves wouldn't be hard: Exhaust valves from a Ford 352-cu.in. V-8 will work in the Hupmobile straight-six engine, as long as they're shortened by about half an inch and the valve guide is bored out by .005 inch.

Perhaps just as amazing as the mileage figure (Jack said it currently stands at 35,000 miles) is the fact that the Hupmobile has yet to come off its chassis for a thorough restoration. Sure, the previous owner repainted it after he discovered it left the factory wearing black paint. And sure, Jack's had to fix a couple things here and there: He replaced the original pot metal Stromberg U-2 carburetor with an aluminum version made in Australia, and he rebuilt the generator.

Jack puts plenty of miles on it every year, between tours and driving it to shows, so he'd know if it were ready for a full restoration. "I've run it as far as 200 miles in one day," Jack explains. "And though it's rough riding (the seats look great, but I can't sit on them after 150 miles or so), it runs great, and if I'd known then what I know now, I would have gotten in it and driven it home when I bought it."

The Mullins trailer, on the other hand, Jack felt the need to replace with... another Mullins trailer, albeit a genuine steel version. He bought it just north of Chicago, and took it immediately to his brother's auto body shop in Stewart, Iowa, where Ed stripped it down to the bare steel, repainted it and had it reassembled within a week.

Jack says he'll usually leave the trailer home when he heads out on a tour. "Pulling the 450-pound trailer presents no difficulty--it's like having two or three extra people in the car. But I do notice the extra weight when climbing a steep hill, and sometimes am required to shift into second gear."

But when going to shows, Jack will hitch the trailer up and proudly display it alongside or behind the Hupmobile. "Anything that normally goes in the trunk or in your glove box or under your seats will go into the trailer," Jack says. "I even have the tools that originally came with the car, which I display in the trailer."

And it's at shows where he encounters the greatest number of people who've never heard of a Hupmobile. "It doesn't say Hupmobile anywhere on the car, just has some Hs on the hubcaps," Jack points out. "Everybody asks if it's a Hudson, and I tell them, 'No, it's a Hupmobile,' and they ask if GM built it, so then I have to explain that there were independent carmakers back then."

With all the tours and shows to which Jack drives the Hupmobile, he's made a point of religiously maintaining it, a process which he calls "a giant step backward: It uses non-detergent oil, has 26 grease points, and must be greased every 1,000 miles. Even the universal joints must be lubed with heavy-weight oil. The water pump has its own grease cup, and the fan blade bearing and the clutch throw-out bearing are oiled every 200 miles. Adjusting the SteelDraulic brakes requires the brake pedal be blocked four inches from the floor, all four wheels off the ground, and each brake adjusted individually up to the pedal." But the maintenance has proven worth the effort: He's never again had to place the Hupmobile on a trailer.

President's Message

I'm sitting at Phillips Lake in Oregon. Boy, did Clyde and I have a great time at the swap meet. Most of the vendors signed up for next year. We had a great turn out for spectators, even though the weather was poor on Saturday, but Sunday turned out great.

I want to thank everyone that volunteered their time – all were greatly appreciated, especially Dawn & Gary, Lynn, Clyde and anyone else that I didn't mention. So we will be looking forward to next year.

Have a safe 4th and keep the shiny side up. You all have my phone number, so don't be strangers.

Larry

1931 Hupmobile



Jack Dwyer's 1931 Hupmobile Century Six

The chapter is looking to reduce costs – we will **discontinue** sending hard copies of the newsletter to members that have not paid dues for the current year. We will send the newsletter via e-mail to anyone interested. If you have an e-mail address please send it to the Newsletter Editor (jpack@pintlar.com).

the Gasline

Eastern Idaho Chapter of VMCCA

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