

The Gas Line

Eastern Idaho Chapter of VMCCA

Volume 19, No. 3 - March 2017

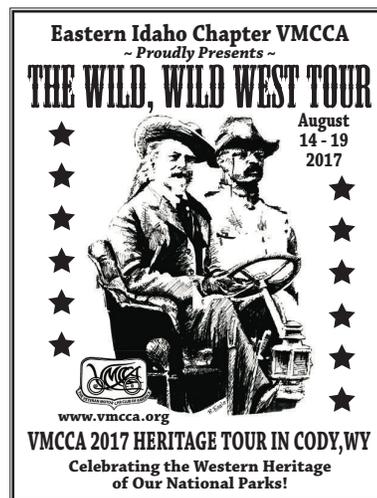
Chrome in the Dome - March 17-18



Come join the Eastern Idaho VMCCA members and many others in the area to attend the Chrome in the Dome Car and Bike Show, March 17-18 at Holt Arena in Pocatello. Our chapter will have six cars at the show as one of the featured groups. Join us for breakfast on Saturday the 18th at 8 a.m. at Elmer's Pancake House, 851 S 5th Ave.

Heritage Tour Meeting - Mar. 8

We live in the wild, wild west, so help out with our wild, wild west Heritage Tour. Registration starts March 15 so we are ramping up our preparations. Yale and Brian are holding a tour meeting on March 8 starting at 6 p.m. at Shari's Restaurant, 1330 W. Broadway in Idaho Falls. We have lots of activities and logistics to plan and test between now and August, so help us make it a great tour for everyone.



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Upcoming Events

Mar 2: Chapter Meeting 7:00 - 9:00 p.m. at the South Room of the Idaho Falls Activity Center, 1575 North Skyline Dr., Idaho Falls.

Mar 17-18: Chrome in the Dome, Holt Arena, Pocatello

Apr 6: Whitewall Tire Dinner Meeting, 6:30 p.m. at Shari's Restaurant, 1330 W Broadway St., Idaho Falls

Apr 30-May 5: Lewis & Clark Tour, New Albany, IN & St. Louis, MO. Bill & Jane Johnson, bill@whjco.com.

Jun 4-10: Western Nickel Tour, Reno, NV, Lee & Lani Wilkes, WNKL2017T@charter.net.

Jun 11-16: 1 & 2 Cylinder Tour, Kankakee, IL, Nancy Haley, 815-383-3347

Jun 19-23: Muscle Car Tour, Southwestern, IN, Darrel & Romona Wilkinson, 765-932-5635, wilkinsondarrel@wmconnect.com

Jul 9-14: Chrome Glidden Tour, Roanoke VA, Robbie Gray, chrome-glidentour2017@yahoo.com

Aug 14-19: Heritage Tour, Cody, WY, Rhonda Schwartzenberger, dgnrnda@gmail.com, 208-524-1337

Meeting Treats

March	Gary & Dawn Schwartzenberger
April	Shari's - Whitewall Tire
May	Mark & Diane Schwartzenberger
June	
July	Sam & Wanda Otero
August	Jim Kontes
September	Bud & Janet Cheney
October	Brian & Deb Edgerton
November	Ken & Carol Avery
December	Christmas Dinner

Whitewall Tire History

Since February's meeting was more about the potluck than a chapter meeting, there are no minutes. Our April meeting will celebrate the anniversary of Ford offering whitewall tires as an option, so we'll look at the history of whitewall tires, courtesy of eBay Motors Blog.

Once a mainstay of modern luxury, whitewalls began to fall out of favor right around the same time that the American auto industry came crashing down into a worn-out heap in the mid-1970s. The distinctive white sidewall would remain an option for factory tires into the early '80s, but few would tick the box, and by the end of the decade you had to dig deep or visit a specialty manufacturer like Coker to get a set for your classic car.



Whitewalls have a very simple origin story: pure rubber doesn't wear all that well, and one of the early success stories in mixing chemical compounds into tires to add longevity was zinc oxide. This had the side effect of creating a completely white tire, and by the time carbon black arrived on the scene to

bolster these efforts and give us the black rubber we're so familiar with today, white rubber was in fashion.

It also didn't hurt that initially carbon was applied exclusively to the treaded part of the tire, leaving the sidewalls white as an advertisement that you were rocking the best set of tires that money could buy.

By the mid-1930s, you could get whitewalls on almost any vehicle, regardless of the price, and customers flocked to the fashion statement despite the fact that they were (and remain) much harder to keep clean as compared to standard all-black tires. On April 6th, 1934, The Ford Motor Company became one of the first carmakers to announce the option for white sidewall tires on its new cars at a cost of \$11.25 per set.

As the 1950s slid into view, a number of different whitewall styles had evolved. In addition to the thick slab of white available right from the get-go, stylists began to experiment with thinner stripes of white, as well as where to position the whitewall, in order to play with the perceived size of the wheel and its proportion to the automobile's body.

As always, customizers had their own tricks, such as porta-walls that would stick extra white on the tire to thicken the stripe's appearance, or even painting their own separate stripes—concentric rings, if you will—when original equipment just wouldn't do.

Whitewalls never fell out of favor in some circles, with the hot rod community and classic car enthusiasts keeping the flame alive until the modern collector car boom saw companies like Vogue and Coker making a decent living off of reproduction and original designs. The aftermarket can provide you with any color sidewall you want—even red, gold, and blue—which means you can keep your paint cans sealed and order right out of the catalog the next time you want to step on the whitewall wild side.

2017 National Tour Information

VMCCA has some great tours for 2017. Here is more information about some of the upcoming national tours.

Lewis and Clark Tour - April 30-May 5

VMCCA has approved a 6-year tour starting in 2017. It will be known as the Lewis & Clark Tour and will begin in Indiana on the Ohio River and go to the Pacific Ocean. Different regions will host various segments as the trail goes through those regions.



Bill and Jane Johnson have agreed to host the first leg next year from April 30 to May 5, 2017. Since we can't walk the exact footsteps of the explorers, we will see what has developed over the last 200-plus years. This will be a journey of enlightenment to see parts of the country many of us have not seen before. The tours will cover vast distances; many miles will be driven to and from the starting point each year but this is a vast country.

Western Nickel Tour - June 4-9

The Western Nickel Tour is open to all VMCCA members driving cars built in or before 1934. The tour is usually held in May, June or early September in the Western United States and normally includes five days of scheduled activities. Lee and Lani Wilkes in Reno, NV are the hosts for the 2017 Western Nickel Tour.



One and Two Cylinder Tour - June 11-16

The One and Two Cylinder Tour is open to all VMCCA members driving one and two cylinder cars, steam cars, and electric cars built in or before 1915; and 4-cylinder cars of 10 hp or less built in or before 1904. The tour is usually held June through August. For 2017, the 43rd tour, named the Breadbasket Tour, is in Kankakee, Illinois - contact Nancy Haley.

Muscle Car Tour - June 19-23

The Muscle Car Tours are designed for cars from the muscle car era. Terrain, locations and distances are aimed to please those with higher performance collector cars. Tours are usually conducted on a biennial basis. The 2017 Muscle Car Tour is in Batesville, Indiana - contact Darrel and Ramona Wilkinson.

Newsletter Editor

Questions or submissions? Contact Jeff Pack at jpack@pintlar.com or (208) 552-1264

Chapter Events

March - Chrome in the Dome - Sam and Wanda Otero

April - Dust Off Tour

May - Market Lake Cleanup - Mark & Diane Schwartzenger

June - Swap Meet and Car Show - Larry & Clyde Christian

July - Bone and Back for a Burger

August - Heritage Tour

September - Market Lake Cleanup - Mark & Diane Schwartzenger

October - Sun Valley Jazz Festival - Joy Eagle

November - Harvest Daze - Judyth Derbidge & Joy Eagle

December - Christmas Banquet - Doug & Rhonda Schwartzenger



President's Corner

March is almost here and the snow is melting in a hurry. I hope everyone, and his or her vehicles, are staying warm and dry. Registration for the Cody Heritage Tour opens on March 15. It will be a great time so please consider coming along.

We've got six cars signed up for Chrome in the Dome March 17 & 18. Breakfast is at Elmer's on Saturday morning. Come on down and see the cars!

Bob

1936 Stainless Steel Ford

Since we discussed 30s Fords in the Whitewall Tire article, I found an article about some unique 1936 Fords that you might enjoy - this is from Hemmings Motor News.

Henry Ford was always investigating ways to make his cars last longer and be more durable; recall the famous picture of Henry attacking the trunk of his 1941 Ford with an axe, because the lid was made from a soybean-based plastic. Prior to this idea, Ford investigated stainless steel as a durable, yet rust-resistant, option for his cars.



The 1936 Ford Tudor Deluxe sedan you see here, and the five others that were built alongside it, are not the first-



of-their-kind harbingers of cutting-edge future that many assume that they are. They did, however, manage to survive - four of the six cars are still extant. Allegheny Ludlum, a steel company based in

Pennsylvania, had them built by Ford as promotional tools, both to show off the wonders of stainless steel and as incentives for the sales department--free use of the car for a year if you were on top.

But just because they lived long lives didn't mean they weren't a difficult birth - pressing the body panels ruined Ford's tooling. The tools, dies and presses on the Ford line were designed to work with standard carbon steel, rather than high-chromium stainless, which is stronger and less flexible; some changes had to be made to the stamping dies, and welding various pieces together with the gas welding technology of the day also posed a challenge.

Our feature car is the only privately owned example of the Allegheny Ludlum stainless 1936 Fords.

Underneath all the shiny stainless is a standard-issue 1936 Ford. The interior is upholstered in mohair in that olive-brown color that lots of Fords seemed to have back then, and it's equipped with the desirable Columbia two-speed differential rear. The standard 85hp 221-cu.in. flathead V-8 engine completes the package. The interior door parts are all standard components, and even the interior floor and trunk pans are made of standard metal, rather than stainless.

It's all been restored by Scottsdale, Arizona's Lon Kruger, long acknowledged as one of the world's great car restorers. He found a car that was rough but complete, with a minimum of rust on the toeboard, trunk and lower inner doors, all of which were made of standard steel. The chassis was separated from the body, and it was treated to a complete restoration back to factory new, refinishing and replacing components as need be.



The body was another matter. Lon had worked with stainless steel before, but only on trim pieces--entire body panels were something new to the veteran restorer. When dealing with stainless, you can't just hammer out imperfections as you could in regular steel, finessing it with primer and a skimcoat of filler. More subtle techniques are required. Annealing the metal didn't work well, and gentler techniques like sandbags and leather mallets also weren't cutting it; eventually, Lon had to resort to body hammers, dollies and other standard body-shaping equipment, but had to bully the stainless into shape. As a bonus however, he was able to repair some previously attempted repairs that should have been left alone instead.