

# The Gas Line

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## Board of Directors

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## From the President's Corner:

Hello, and thanks to those who were able to attend our Christmas party at North Hiway Café on December 7, 2024. We had a good group including several members of the Eastern Idaho Early Iron Organization (EIEIO).

Everyone seemed to enjoy the party. No meeting was held as we had selected the 2025 officers and Board of Directors at the November meeting. The North Hiway Café provided an excellent meal, and the white elephant gift exchange was enjoyed by all.

Since January is our normal Brrunch gathering, we have decided to combine the January meeting and the brunch at Dixie's Diner. Our brunch meeting will be on January 4th at 11:00 AM in the back room at Dixie's. We will order from a limited lunch/dinner menu and the cost will be \$16.00/person, including meal, drink, tax, and tip.

I hope everyone has a Merry Christmas and a Happy 2025. I hope to see you at the January Brrunch.

Bob Thompson

*Note: No minutes to report out for the December meeting. New Board members and Officers will be listed in next month's newsletter.*



CHAPTER EVENTS  
TBD

MEETING TREATS  
TBD

NATIONAL EVENTS  
TBD

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## Depression-Era Standout – 1932 De Soto SC Roadster

By [Mike Bumbeck](#) in [Classics](#), [Hemmings Classic Car](#), [Magazine](#)

Positioned between Chrysler and Plymouth, De Soto had only been a brand for four short years in 1932, a year that brought with it the financial depths of the Great Depression—a time when the budget Plymouth was a popular choice. But the De Soto, boasting a rubber-mounted straight-six engine and hydraulic brakes, packed enough technology and style to set it apart from both its more expensive Chrysler and lower-priced Plymouth cousins. A mere 894 roadsters were built by De Soto for the 1932 model year, but the car's handsome looks have more than withstood the test of time.

In 1971, this 1932 De Soto SC Roadster was resting peacefully in a barn when it was spotted by current steward Roy Harr's brother while he was working for the telephone company. Roy had been looking for a roadster, and the De Soto was complete and reasonably priced. Roy took the De Soto home with an eye on the future.



Roy retired in 1992 and got to work bringing the old De Soto back to its original condition. It had been parked since 1965, and the engine had seized solid as a result of lack of use. Being a stickler for details, Roy reassembled the car using the original Dodge Brothers stamped bolts. A decade or so later, the restored car rolled from Roy's two-car home garage.

The roadster was almost complete when Roy decided to take it to a local show. He drove it back home with a second-place trophy, which served as motivation to complete the restoration and steer the car into its current show/display role.

Driving a classic car into the future comes with some drawbacks that are no fault of the car or the company that built it. Roy finds that the De Soto engine and its updraft carburetor do not like the ethanol regular gasoline blend, but a step up to a higher-grade premium fuel solves the problem. The combination of style and performance defines the De Soto, and for Roy he puts the car into its own class. "I would place it, as far as the durability and looks of it, right under the Chrysler.