

The Gas Line

CHAPTER OFFICERS

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Board of Directors

Yale Harker

Paul Engbersen

Bob Shilkett

Rich Eagle



Merry Christmas!

President's Corner

Hi all!

We hope you had a thankful and Happy Thanksgiving.

There was a great turnout for the Membership Drive, and the weather was perfect. We have about 28 members who have renewed their membership and three new memberships. Thanks to Joy, Louis/Carole Rounds, and Bill Beery for making this a fun and successful event.

Please note the following:

THERE IS NOT A MONTHLY MEETING THIS MONTH (DECEMBER)

Looking forward to seeing you after the first of the year at the January meeting. At that time, we will have new officers. Thank you for your support and encouragement these past three years.

2021 was somewhat better than 2020. At least we are getting back to some semblance of 'normal' with what is now probably our new 'normal'. We wish everyone a Merry Christmas and a blessed New Year!

Douglas

CHAPTER EVENTS

Dec 4 – Christmas Party – North Highway Café Event Center, 1 p.m.

MEETING TREATS

Dec Christmas Party

NATIONAL EVENTS

Jan 13 – 16: 83rd Annual Meeting and Award Banquet, Tempe, AZ. Steve Partman, (630) 470-3749 or smpartman@outlook.com

Apr 3 – 9: 2022 Western National Tour, St. George, UT. Steve Fitzgerald, (970) 209 7814 or studebakersteve@bresnan.net

May 1 - 6: 40th Chrome Glidden Tour, Grand Island, NE. John Nikodym, (402) 746-3825, jjnikodym@gmail.com

Meeting Minutes – November 4, 2021

The meeting was held at the Idaho Falls Activity Center. There were 16 members in attendance. President Doug Schwartzenberger conducted the meeting and Mark Schwartzenberger took the minutes as Joy Eagle was unable to attend. A treasurer's report was not available. The previous meeting minutes were read and approved.

Old Business

Market Lake fall clean-up went well with 7 volunteers and 3 vintage cars leading the way. Small group of volunteers but, fortunately, the area was relatively clean and not a lot to be cleaned up. Whoo hoo!

Reviewed the National VMCCA awards in the Bulb Horn and plan on making nominations for these awards.

New Business

Mike Ikard passed away recently. A close friend, Kevin Heiner, will complete the obituary for Mike. Information regarding the status of his estate will be available at a later date.

The Western Regional tour will take place in April 2022 in St. George, Utah.

Bob Shilkett reported that the Regional Board of Directors should be meeting next Tuesday (11-9-2021) possibly as a Zoom meeting. However, due to upcoming holidays of Thanksgiving and Christmas may have to hold off until possibly next February. Bob said that he may have Joy Eagle contact the Utah chapters to finalize this.

Membership/Pumpkin Daze tour to be completed on Saturday November 6, 2021. Meet at the Idaho Falls Activity Center from 9:30 to 10:30 a.m. to collect dues and also sample the variety of treats prepared by club members competing in the annual Harvest Gnome challenge. Vote on your choice of treats with a winner to be announced. We will then proceed on the Garage Tour with a trip to Lou and Carol Round's home and then onto Kevin Call's garage. The tour will conclude at the Sonic Drive-In in Ammon for lunch. Map directions for the tour will be provided prior to start of tour.

Nomination for officers – The Board of Directors met last Monday to discuss potential new officers. Yale Harker agreed to run for President and Bob Thompson agreed to continue in the office of Vice President. Joy Eagle also agreed to continue as Secretary/Treasurer. Board of Directors officers nominated are: Doug Schwartzenberger, Bill Beery, Rich Eagle, Paul Engberson, Yale Harker. If additional nominations are submitted these names will be considered at the December meeting/Christmas party where the election will take place.

The annual Christmas Party will be on Saturday December 4, 2021 and will take place at the North Hiway Café's Valarie Room. Meet at 1:00 p.m. for social hour and lunch at 2:00 p.m. Wear your Ugly Christmas Sweater and bring a white elephant gift (gender neutral) for exchange. Please RSVP to Rhonda Schwartzenberger by November 12th (**yes** or **no**). See the invitation that was e-mailed for further activity details.

Thanks to Bob and Celine Shilkett for treats.

Like The Beatles, The Mustang's Influences Went Far and Wide

By Terry McGean of Hemming's Motor News, December 2021

I was watching a documentary on the Beatles recently and it made me realize that I've been hearing their music for my entire life. It's quite possible one of their songs may even have played on the car radio as my parents drove home from the hospital after I was born, given that it was New York City during the late '60s; in that time and place, the sounds of the Fab Four were somewhat ubiquitous.

In a sort of similar way, I've been seeing Ford Mustangs my whole life — something else that was introduced to America in 1964 and an integral part of the landscape by the decade's close. By the time I was old



enough to be conscious of popular music and cars, both the Beatles and the Mustang felt like very familiar elements of the background of everyday life, even though by then the group had split and Ford's original pony had morphed into the Mustang II —the early works were still everywhere you'd turn.

And just as the Beatles inspired the formation of many other bands, some that went on to be hugely popular in their own right, the Mustang

triggered imitators from Ford's competitors that became icons themselves. You can debate over whether we'd have had The Who without the Beatles, but there's little doubt that without the Mustang, there'd have been no Camaro.

I'm certainly glad things played out the way they did, and that the resulting impact was lasting. I saw The Who live in 1989 and I've owned a '69 Camaro since a few years prior to that. The Camaro was not my first car — that was a Chevelle —but once I'd experienced the first-generation F-body, I was hooked. It just seemed like the perfect size for a car —big enough to comfortably house a V-8 engine, hold at least four people, and with a trunk that was sized to be useful.

Though I may not have recognized it at the time, I was clearly reacting to the primary combination of attributes the original "pony cars" offered consumers. They were cool and fun, but they were also practical. Of course, that was the genius of the plan behind the first Mustang: to reskin an economy car, making it look like something much more sporting without really sacrificing its usefulness.

It was brilliant: Consumers could buy a car that was worthy of showing off while still being responsible. Young people obviously took to the first Mustang, but so did more mature buyers, and the long options list and variety of body styles made the Mustang —and the other similar models it spawned — somewhat customizable via the order form. The pony cars were sporty vehicles that could be used every day, year-round, in all sorts of weather, unlike the actual sports cars many Americans had fallen in love with in the years following World War II.

Of course, the first Mustang was a massive hit, and the concept connected with consumers so effectively that there was still lots of room left in the market for the competitors, and not just the Camaro. GM was able to successfully launch the Pontiac Firebird simultaneously without infringing on Camaro sales, while at the same time, Ford kicked off its Mustang-based, luxury-tinged Mercury Cougar. Even AMC was able to get in on the action with the Javelin and had enough confidence in the market to also create the two-seat AMX.

The party wouldn't last forever, and it seemed to be Chrysler's E-body Dodge Challenger and Plymouth Barracuda for 1970 that first found the saturation point of pony car buying. Though both models were stunningly styled and could be ordered up with everything from a Slant Six to a 426 Hemi, along with a dizzying array of other options, their sales numbers were disappointing.

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Mustang (continued)

Nonetheless, the original E-body models enjoy a huge following today, as do the other original pony cars. That following was powerful enough to motivate the return of the Challenger and Camaro, while keeping the Mustang a constant for all these years.

Clearly, we're still not bored with pony cars, and if the music I've been hearing from new bands lately is any indication, we're not tired of '60s rock, either. Both struck a chord that has resonated with me since childhood, so much so that when I take a ride in my old Camaro and cue up something from, say, Live at Leeds, all seems right with the world.

Here are some local club Mustangs:

