

# The Gas Line

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## Board of Directors

Bill Beery

Paul Engberson

Lewis Rounds

Doug Schwartzenberger

Bob Thompson

Yale Harker



Chrome in the Dome  
March 18 – 19



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## President's Corner

We are anxiously waiting for the time when we can get our cars out and do some touring. I have been informed that the deadline for signing up for the Western National Tour in St. George, Utah has been extended to 3/15/2022. So, if you have some interest, you still have time to sign up.

Our Valentine's Day dinner was a little exciting, but thanks to some quick thinking and Bob Hoff we were able to have the dinner at AeroMark.

Chrome in the Dome is coming up on March 18 and 19. We are planning to get together for breakfast on the 19<sup>th</sup> and then go to Holt Arena to view the cars and motorcycles on display. Our chapter will have four cars on display. There will also be a Bonneville Region meeting on the 19<sup>th</sup> in the Bennion Room inside Holt Arena at 11 a.m. You can attend the breakfast, view the displays, and then head up to the Bennion Room for the regional meeting. Don't worry if you feel a little cramped schedule wise; you have all day to see the car show. Weather permitting, we would like you to bring your vintage/classic car to Holt Arena and have it on display in the parking lot outside the arena. There will be more details at our March meeting.

See you there,

Yale

**CHAPTER EVENTS**

**Mar 3** – Chapter Meeting, Idaho Falls Activity Center, 1575 N. Skyline Dr., South Meeting Room, 7 p.m.

**Mar 18-19** – Chrome in the Dome, Holt Arena, Pocatello – Yale Harker. Breakfast – Sam and Wanda Otero

**MEETING TREATS**

Mar 3	Gary & Dawn
Apr 7	Bill & Sandy
May 5	Doug & Rhonda
Jun 2	Bob Thompson
Jul 7	BBQ – Lewis & Carol
Aug 4	
Sep 1	Rich & Joy
Oct 6	
Nov 3	Bob & Celine
Dec	Christmas Party

**NATIONAL EVENTS**

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

**May 1 - 6:** 40<sup>th</sup> Chrome Glidden Tour, Grand Island, NE. John Nikodym, (402) 746-3825, [jjnikodym@gmail.com](mailto:jjnikodym@gmail.com)

**Jun 12 - 17:** 1 & 2 Cylinder PTA Tour, Fremont, OH. Marty Tansey, (419) 929-5325, [dmtansey@ncwcom.com](mailto:dmtansey@ncwcom.com)

**Meeting Minutes – February 3, 2022**

The meeting was held at AeroMark. There were 16 members in attendance. President Yale Harker conducted the meeting. Joy Eagle read the minutes of the January meeting and a treasurer's report was given.

**Old Business**

Modification of the EIVMCCA by-laws was approved by the members in attendance. They will pass them to the Regional Club for final approval.

**Valentine's Potluck – February 3rd – 6:30pm – Skyline Activity Center.**

The Activity Center was not open. Thankfully Bob and Jane Hoff provided us the use of a conference room at Aeromark. It was wonderful! Unfortunately, the note placed upon the door of the Activity Center was not visible by members that arrived later (the entry light had also been shut off). We are very sorry for those that were missed. We had a great dinner, sang a song, and visited with our friends.

**New Business**

**Chrome in the Dome** – March 18 & 19 – Yale Harker. Yale has been working with Russ Butler for the EIVMCCA display at the event. We will have 4 cars at our display – cars from Lewis Rounds, Bill Beery, Bob Hoff, and Paul Engberson. Sam & Wanda will arrange for a breakfast on Saturday morning.

**VMCCA Bonneville Region Meeting** – Saturday, March 19<sup>th</sup> – Bob Shilkett, 11a.m., Bennion Room in Holt Arena. This will be a short meeting to bring the Chapters together, discuss past year's activities and propose a Regional Tour for 2022.

**Acknowledgement of Kevin Call** - It was proposed that we offer a life membership of our Eastern Idaho Chapter and a one-year membership in the national VMCCA to Kevin to acknowledge his contribution to our hobby. We were hoping to present this award at Chrome in the Dome, perhaps at breakfast.

**Dust-off Tour** – April 23 – Doug and Rhonda Schwanzenberger. Meet at 9 a.m. at Doug and Rhonda's home, 2257 Darah St., Idaho Falls, for coffee, juice, and donuts.

We will caravan to see the Genghis Khan exhibit at the Museum of Idaho, 200 N. Eastern Ave, Idaho Falls, ID 83402. Doug and Rhonda have acquired 20 tickets and our Chapter will cover the admission fee for members over the 20 head count. Please RSVP to Rhonda at 208-524-1337. After the museum we will proceed to Mac and Kelly's Pub & Grill, [1560 Lindsay Blvd, Idaho Falls, ID 83402](https://www.google.com/maps/place/1560+Lindsay+Blvd,+Idaho+Falls,+ID+83402) (location of the old Skyway Bar) for lunch and miniature drag racing. Members will pay for their meals and racing.

**Market Lake Clean-Up** – end of April or May – Mark & Diane Schwanzenberger.

**May TBD Tour** – Doug and Rhonda Schwanzenberger – Details to come!

**Lewis & Clark Tour 2023** – Bob & Holly Crawley – proposed agenda.

Sunday – Dillon – Day 1 & 2, visiting Bannack Ghost Town and Big Horn Battlefield.

Day 3 – To Salmon via Lemhi Pass, Sacagawea Museum

Day 4 – To Hamilton, MT

Day 5 – To Lolo Hot Springs

Day 6 – To Orofino

Day 7 – To Lewiston and the Closing Banquet

Sunday after the tour an optional Snake River Boat Ride

Help from our Club will be needed for coffee Stops, sign placement, and budget.

More info to come.

Thanks to our great Eastern Idaho Chapter for a wonderful dinner!

## 1962 Cadillac Eldorado Biarritz – from Hemmings Classic Car, March 2022

Cadillac didn't build its renowned image on the "Standard of the World" tagline. Instead, that bold phrase was earned through decades of superb engineering and elegant styling—qualities that continued to set Cadillac cars apart from what remained of the true domestic competition in the luxury market at the dawn of the Sixties. Cadillac's reputation was unwavering and uncompromising, and the company was supremely confident. It should have been after 60 years of business.



The 1962 Eldorado Biarritz convertible depicted here is tangible proof of Cadillac's prowess at that time. It's currently under the care of Hershey, Pennsylvania's Hank Hallowell, and is one of 1,450 built during the model year. Hank recently described it as, "The most beautiful Cadillac ever produced in the modern era."

That's another bold statement, since the '62 Eldorado followed some of Cadillac's most iconic models and was produced after the division had already enjoyed a period of unbridled success. But 1962 was a record-setting year for Cadillac sales, with 160,840 cars sold, surpassing the previous benchmark of 155,577 units released in 1956. Much of that overall success could be attributed to the well-polished styling changes executed over the previous year—exhibited by every trim level. The new models featured a sleeker profile, as the razor-sharp tailfin elevation was slightly reduced, in part due to the elimination of bright trim along the peak. The upper and lower contours along the flanks also exhibited slightly smoother fore-to-aft flow more reminiscent of the '60 Eldorado Brougham.

For 1962, the Eldorado Biarritz was produced only in convertible guise. Though it was based on the same architecture as the Series 62 line, the \$6,610 premium nameplate featured unique trim, including a different grille design, a finely detailed tail panel, and an exceptionally fine full-length body molding that enhanced the upper body contour. It was coupled with specific model emblems for the discerning buyer, all working in subtle harmony to set it apart from the otherwise nearly identical Series 62 convertible.

A well-tuned, independent front suspension and coil-sprung rear suspension were still at the core of Cadillac's unparalleled ride comfort. Similarly, power was still derived from a silky-smooth 390-cu.in. V-8 engine—the same 325-hp engine unveiled for 1959—coupled to the four-speed Hydra-Matic transmission. All these mechanical attributes were found in every Cadillac, regardless of the chassis wheelbase dimension, and all were heralded by Motor Trend's reporting staff when they tested a new Fleetwood 60 Special (May 1962). Near as we can ascertain, it was the only '62 Cadillac tested by any of the contemporary road test magazines of the era, and for good reason. As the reporting staff stated, "Because of the close mechanical identity throughout the line, a test of the Fleetwood automatically becomes a test of any '62 Cadillac."

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Send me your car photos for  
the website.

<http://www.eivmcca.org>

## 1962 Cadillac Eldorado Biarritz (continued)

It would be easy to assume that if you've driven one early Sixties full-size car from GM, you've driven them all, but this is hardly the case. That's not to say there isn't any familiarity as you initially enter the Fisher Body open-air cabin. However, Cadillac's version is clearly a step above the rest of its GM brethren, as the supple leather cradles your frame with the same caress as you would expect from the world's premier sofa makers, but with extra attention given to supporting an alert driving posture rather than a lazy afternoon watching a stick-n-ball game. Vision forward and aft is equally comfortable, despite the convertible top's extra wide "C-pillar" sections. Space for occupants is ample, with plenty of headroom and legroom, and nothing to crowd shoulders of those riding up front. Controls fall easily within range of the driver's hands; similarly, passengers have easy access to radio and heater knobs.



As one should expect, the Cadillac's suspension provided what some have said is a pillow-soft ride. Steering was nearly a one-finger affair, or as Motor Trend's staff reported, "Wheel pressure is so light that we could almost wish the car around a turn." We completely concur, adding that "body lean" are two words one hardly associates with normal Cadillac driving practices. That's well and good, unless you prefer to feel the road, in which case you'll be gravely disappointed. Then again, the Eldorado Biarritz wasn't designed to be a performance car.