

# The Gas Line

Eastern Idaho Chapter of VMCCA

Volume 18, No. 1 - January 2016

## January Brrrrreakfast Saturday, January 16



Come join us for our January traditional cold weather activity - our Brrrrreakfast Saturday, January 16 starting at 7:30 a.m. at IHOP, 2463 S. 25 E. (Hitt Road) in Idaho Falls.

Bring your appetite and your stories as we wait for the spring thaw.

This is a photo from Rich and Joy Eagle's yard - looks cold but a nice view for them to look at. They will be at the IHOP for Brrrrreakfast for sure. Looks like the garage is full of other projects.



### Chapter Officers

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Board of Directors  
Michael Derbidge  
Rich Eagle  
Mark Schwartzberger  
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## Upcoming Events

**Jan 14:** Chapter Meeting 7:00-9:00 p.m. at the South Room of the Idaho Falls Activity Center, 1575 North Skyline Dr., Idaho Falls

**Jan 16:** Brrrrreakfast at IHOP, Hitt Road in Idaho Falls 7:30 a.m.

**Feb 25-27:** National Annual Meeting, Punta Gorda, FL. Contact Don and Lee Royston (941) 626-4452

**May 15-20:** Western National Tour, Show Low, AZ. Contact Malcolm Stinson, (928) 368-7442 swstudebaker@live.com

**Jun 12-17:** Chrome Glidden Tour, Stillwater, OK. Contact Randy and Gayle Dekker (405) 503-6484

**Jul 24-29:** Heritage Tour, Byron Center, Michigan. Contact Joan Huffman, (616) 669-0046

**Aug 21-26:** Orphan Car Tour, Prairie du Chien, Wisconsin. Contact Marilyn Leys, (608) 326-0862

**Sep 11-16:** 71st AAA Glidden Tour, North Conway, NH. Contact Barbara and Dick Fox, 207-288-3810

## Meeting Treats

Sign up sheet at January 2016 Meeting

## Obituary - John Dawdy

By Brian Edgerton/Bonneville Region Director

John Charles Dawdy, age 78, passed away at his home near Rigby, Idaho on Tuesday, December 8, 2015. He was cared for and surrounded by his extended family and many friends during a lingering illness.

John was a lifelong, enthusiastic collector of by-gone objects of every nature and a student of history as related to their use. He served in the United States Army and later married Dorothy Dexter in Idaho Falls, ID. Dorothy preceded him in death. John worked as a configuration control specialist for the Argonne National Laboratory near Idaho Falls for many years.

John was the president of the Snake River Vintage Auto Club in 1966 when the Club decided to form the Gem State VMCCA Chapter (eventually becoming the



Eastern Idaho Chapter). The photo to the left is John accepting the original charter from Dr. Condie Call, Regional Director of the Mountains and Plains Region. John was a charter member of the Snake River Vintage Auto Club that was formed in 1963 and faithfully served in every office at one time or another over the past 50 years.

John also donated countless hours as a volunteer with the Bonneville County Search and Rescue Organization for 37 years.

Over the course of his collecting years, John recovered, restored and often drove almost 30 antique automobiles with his favorite object of attraction being the recovery and restoration of retired fire engines! These vintage engines could often be seen participating in community parades with John proudly behind the wheel with his children or grandchildren gleefully hitting the lights and sirens! Although known as a man of few words, he demonstrated a deep compassion beyond words for those around him throughout his life.

John will be missed by all his friends in the VMCCA Eastern Idaho Chapter and throughout the Bonneville Region for his constant enthusiasm, quiet wit, wonderful demeanor, and his vintage tow truck participation in many of the local and region tours. Over the years, many of us were glad to see John come 'round the bend on the tour route after a breakdown, ready to pick us up and bring us home!



# 50 years ago - Jan. 2, 1966: When Airbags Were More Science Fiction Than Fact

By Nicholas Bakalardec, New York Times, December 14, 2015

On Jan. 2, 1966, The New York Times published a long article about American car companies' response to the growing public concern about safety. At the time, cars had few safety devices — “shoulder harnesses will probably not be standard on 1967 models,” the article said. “The automakers are convinced that scarcely anyone wants them.”

Nevertheless, the reporter wrote, automakers were beginning to study new equipment. “One of the most exotic systems under discussion is an air-bag arrangement that would rapidly expand and hold passengers in place the instant a collision occurred.” It was the first mention in The Times of the automobile airbag.

Ten days later, the newspaper published an article titled “Scientist Designs ‘Safety Car’ to Cut Death Rate.” An illustration (on the right) depicted a car with, among other innovations, front and side airbags, lap and shoulder belts, a collapsible steering wheel, an energy-absorbing frame and a “safety tail-light flashing system.”

But the reporter made clear that all this was still science fiction. Detroit had experimented with the airbag, he wrote, but “actually, engineers there consider it — and indeed a ‘safety car,’ as well — as being rather far off in the future, if not downright improbable.”

On May 18, 1969, an article quoted Robert Carter, the leader of the National Motor Vehicle Safety Advisory Council, predicting that airbags could be incorporated in all cars, in front and rear seats, by the fall of 1973 or even earlier.

Mr. Carter was wildly optimistic. Figuring out how to make an airbag work was not easy. On Aug. 29, 1969, The Times reported, Ford arranged an airbag demonstration with a new candy-apple red Galaxie in front of the Commerce Department building in Washington. With reporters watching and cameras rolling, Ford’s public-relations expert pushed the button to show the airbag in action.

Nothing happened. He pushed again. Still nothing. “Something must be defective,” he said. The reporter noted that his competitors chuckled, the cameramen grumbled, and tourists wondered what was going on.

Nevertheless, other manufacturers were getting on board. On Jan. 15, 1970, The Times reported that the president of General Motors endorsed the idea, but said technical problems with it were still unresolved.

They took a while to fix. It was 18 years later, on May 26, 1988, that The Times reported that “The Chrysler Corporation’s decision to install airbags as standard equipment on several car lines this year and all its domestically made cars by 1990 signals the end of a nearly 20-year battle over use of the devices.”



## Newsletter Editor

Questions or submissions?  
Contact Jeff Pack  
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## Chapter Events

January - Brrreakfast

Other events added as planned

## President's Corner

Happy New Year to everyone! I hope you all have a great new year and that you have no breakdowns with your vintage autos. As for me I am looking forward to getting my 1966 Volvo 544 on the road this spring. We are progressing on our plans for the upcoming year and the Heritage Tour in 2017. I am looking for suggestions on how we can make this new year the best ever. We will be having a Brrrrreakfast on Saturday January 16, the Saturday following our next chapter meeting. We are looking for someone to take charge of the our dust off tour in April or May and many more events where we can take our cars out and tour, so don't be shy and volunteer. At one of our last meetings, we voted to have our own chapter tour to Sun Valley this October at the time of the Jazz Festival and that will be one of our agenda items at our next meeting. See you at our meeting in January.

Good touring,

Yale

## 10 year Flashback - Speedway Swap Meet

In March 2006, the chapter participated in the Speedway Swap Meet in the old Ernst Building on West Broadway in Idaho Falls. Here's a few photos of participating cars.

