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Gent's Journal

Volume 5 Issue 11

November 2015

President's Message

It's getting close to the end of the car year. We had a great one! We were able to put some money in our bank account and spend a little of it for fun. We voted in October to have our elections in November of this year. So if you have anyone to nominate for President, vice president, secretary or Sgt. at arms please get the name of the nominee into Tawnia before the November meeting.

We will also vote on the "Most improved car" and "Most inspirational member" at the meeting in November. Please try to be at the meeting as the voting is important.

The calendars should be out by 23 October and we will have them for

purchase at the November meeting.

I am starting to get the car shows set up for next year, and at this time we will continue to put on the AutoNation, Wendle, and Hot Rods in Hillyard. We will also be helping run the

Honor Flight show at the Eagles.

Our Christmas dinner this year will be at the Eagles North on the 19th of December 2015, please put it in your calendar.

Hope to see you at our next meeting!



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YOUR INLAND NORTHWEST HUMANE SOCIETY

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- Vice President:
Skip Littell
- Secretary:
Tawnia Littell
- Treasurer
Gary Schackel
- Sgt At Arms:
Bruce Town
- INCCC Rep:
Barnetta
- Club Historian
Bob Kivett



Inside this issue:

Minutes	2
Calendar and recipe	3
Want Ads	4
Ads	5
Classic Car Graveyard	6
WWI Veteran	7

VETERANS DAY

By Cheryl Dizon

On Veterans Day we honor all,
Who answered to a service call,
Soldiers young, and soldiers old,
Fought for freedom, brave and bold,
Some have lived, while others died,
And all of them deserve our pride,
We're proud of all the soldiers who,
Kept thinking of red, white and blue,
They fought for us and all our rights,
They fought through many days and nights,
And though we may not know each name,
We thank ALL veterans just the same.

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October 2015

Call To Order: 4pm

Introduction of Visitors: Schad & Roni Pierce

Reading of Correspondence: none

Report from Treasurer: Read and accepted

Report of Secretary: Minutes accepted as printed.

Report of Committees:

Party at Steve Wohl's was a success but there was hope for more participation. Maybe next year. All left over food was donated to UGM.

Voting: Jason Williams needs to have your nominations for Club Car and Most Inspirational Member. The voting will be done at the next meeting and results will be announced at the banquet in December.

Voting part 2: New officers to be voted in at November's meeting.

Please remember that ONLY current, dues paying members in good standing are eligible to vote.

Old Business:

Dukes have asked us to co-sponsor the drags next year.

Last Riverside cruise of the year was dedicated to Nick Cline. May he rest in peace. About 100-125 cars showed up.

Nominations for new officers will be accepted up until the November meeting.

Gary Kivett went to Lincoln City, OR and ran into former club members

Tom has new car stickers.

Bob Kivett is ordering bags for club members.

New Business:

2016 calendars will be available at the November meeting.

Jeff Larson picked up a sponsorship.

Bill Burchette requested to be a member of the club. He owns a 56 and a 57 Chevy and a 57 TBird

Bob Kivett spoke about the sponsors for the calendars.

AutoNation – there are financial concerns due to new management. Officers will continue to meet with Bill Noble and report back.

Dan Ray will be in charge of a couple rod runs in 2016.

Christmas party will be at the Eagle's on December 19. An overview of this year's activities will be shown via video thanks to Bruce Town and Deke/On The Edge.

Jack Haley brought up the idea of having an afternoon car show rather than one starting in the morning. He reported of another show he knew about and it was quite successful. Something to consider.

Steve Williams and Jason Williams will head the Christmas party committee.

Charitable Donation list created. We will donate to Toy's for Tots, Humane Society, INCCC Scholarships, UGM, Vanessa Behan Crisis Nursery, Hospice, and 2nd Harvest. Specific amounts can be obtained from the treasurer.

INCCC notes were read by Dean C.

Rick and Mike will head up a committee for our part of the downtown scholarship show and will attend INCCC meetings.

Next Meeting: November 1, 2015, 4pm Eagle's



Lounge: 11 am to Close Lunch: 11 am to close Dinner: 4 pm to 9 pm

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**Inland Northwest
Car Club Council**

If you have any questions or comments about the meeting or INCCC in general, contact President Tom Yedinak or INCCC Representative Barnetta 509-484-4104



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Gents and Local Events

- November 1—regular monthly meeting at Eagles, 4pm
- November birthdays: Rick Milward (1st), Skip (10th), Matt Child (29th), Jeff Larson (30th)
- November wedding anniversaries: Tom & Patty Yedinak (10th), Jeff & Carol Larson (21st)
- November club anniversaries: Mike Clemmons, Bill Thielman, Rick Milward, Jason Williams

(Continued from page 6)

you get the hang of it, you wonder why you didn't do it earlier.

I'd recommend not jumping in both feet first (excuse the pun). Practice on a deserted road, and over time, gradually introduce the technique into traffic. If for whatever reason you feel you just can't safely adjust, then leave it. There's no shame in that.

But if you can make the switch, that distance you may save in an emergency — one day — could make all the difference.



<https://www.yahoo.com/autos/why-most-drivers-should-brake-with-their-left-foot-115959573142.html>



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America's First Super Highway

Imagine a time when getting around wasn't so easy. Imagine driving cross-state on mountainous, meandering two-lane roads. Stopping at intersections. Moving only as fast as the traffic ahead. That changed 75 years ago, when the first vehicles glided past gleaming blue tollbooths, down concrete ramps and onto the Pennsylvania Turnpike. The original, 160-mile long Turnpike opened Oct. 1, 1940 becoming America's First Superhighway.



Nobody had experienced anything like it -- an unbroken ribbon of concrete cutting through mountains and across valleys,

bypassing towns. No stop signs, no intersections, no speed limits. The PA Turnpike received nationwide acclaim as an engineering marvel during its development in the late 1930s as America's first four-lane, limited-access highway.

When it opened, it paved the way for our nation's Interstate Highway System. The Turnpike established the national standard for superhighway design and construction more than 16 years before the first U.S. interstate highway. It was the granddaddy of the interstates, the model upon which other limited-access highways were built.


Today, the PA Turnpike stretches more than 550 miles -- triple its original length. It continues its legacy of innovation in the ground-transportation industry with a modern-day mission to operate a safe, reliable, customer-valued toll road system

that supports national mobility and commerce. Recent advances include designing and building award-winning facilities and structures, investing in wider and smoother roadways, and providing traveler benefits such as an innovative smartphone app and a dedicated, 24/7 customer safety and response team.



https://www.paturndpike.com/yourTurnpike/ptc_memories.aspx

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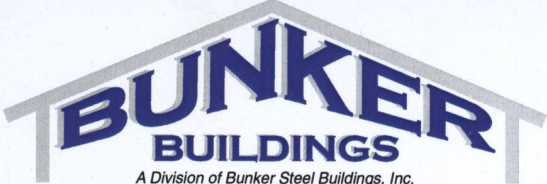
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Braking with your left foot has been a contentious subject ever since the birth of automatic transmissions. If you have just two pedals in your car, and presumably two feet to operate them, then why would you not use one for each?

Back in 1964, The New York Times reported that, in at least eight states or Canadian provinces, braking a vehicle with your left foot would result in failure of one's driving test. And yet at that same time, a further three states actually encouraged the practice. Others were mostly indifferent.

This caused a sharp divide as to which method was correct, and over the last 51 years, that divide hasn't softened.

Ask any professional racecar driver and the verdict will be unanimous. Braking with your left foot is a safer, more efficient way of driving. For most road users, providing you have basic skills behind the wheel, left-foot-braking is a safer practice for you, too. Here's why:

If you're traveling at 60 mph, covering 88 feet per second, it takes roughly 4.5 seconds to come to a complete stop—or 271 feet, according to Edmunds.com. In the event of an emergency, 132 feet of that stopping distance will be the time it takes for you to perceive the incident followed by the time it takes for you to react to that recognition. In those first 132 feet, then, you won't even graze the brake pedal.

There's not much we can do about the 0.75 seconds it takes on average to perceive an incident. While that number may vary slightly between individuals, the length of time it takes to recognize a situation and begin to react is largely unchangeable.

Reaction time is a similar story. But when you consider the additional 0.75

seconds it takes for your right foot to come off the gas pedal, move over to the brake, and then depress said pedal to begin slowing down the car, there is a giant chunk of time we have unnecessarily lost.

According to Evidence Solutions, eliminating that cumbersome process of going from one pedal to the other can save you 60 feet of stopping distance at roughly 55 mph. So, if your left foot were positioned over the brake pedal, using it to slow the car down would eliminate most of those 0.75 seconds you would have otherwise wasted.

That 0.5 of a second or more saved could be the difference between avoiding an accident. How much money have automakers invested over the years in technology such as ABS, brake rotor material and other lightweight components to help shed 60 feet of braking distance? It's all there to be had, simply by using both feet.

But wait, there's more: Racecar drivers use left foot braking for the reasons mentioned above. Only for them, the time it takes to switch pedals is time they could still be on the gas accelerating. The other reason is by having the option to overlap both the gas and brake pedals simultaneously during a turn, one can better manage the car's inherent pitch and roll. This can eliminate many handling deficiencies.

For the skilled road user, this technique may help better control a car during an evasive situation, although admittedly, the number of drivers that will benefit from this are limited.

There are, however, valid points as to why left-foot-braking may not be suitable for every driver. While there is no evidence to back these claims up, there is a thought that when an inexperienced driver panics, they may get confused and depress both pedals at the same time. I'd counter that by saying when an inexperienced right-foot-braker panics, they may get confused as to which pedal is which and hit the gas rather than the brake. We've seen it happen many times before; what's the lesser of two evils? And in almost all new cars, this is no longer a concern; in the wake of the

Toyota sudden acceleration cases, nearly all have systems that let the brake override the accelerator if both are pressed by accident.

(For the drivers that grew up with three pedals, those that were perhaps taught to press the clutch and brake simultaneously when doing an emergency stop to avoid stalling, that ingrained process may be harder to shake than for other motorists.)

Yes, it's true that few things are more annoying than a left-foot-braker resting their foot on the brake pedal and annoyingly flashing their brake lights over and over again at the traffic behind. This is, admittedly, a problem. But there's a very simple cure:

Firstly, never rest your foot on the brake pedal, always keep it about an inch away. This would seem obvious, but evidently it's not.

Secondly, if traffic is light and you're leaving a safe distance between you and the vehicle in front, you don't need to hover your foot over the pedal. In this case, leave it on the footrest.

See, left-foot-braking on the road only truly helps during an emergency situation, where, despite leaving a safe gap to the cars around you, you need to stop in the shortest possible distance. In these situations, smart drivers can often see an issue coming.

We notice the cars around us tailgating — traffic speeding up and slowing down like an accordion. Or, on a busy side street, we see kids playing, or that dog that's not on a leash. It's these cases where we should move our left foot over from the dead pedal and hover it over the brake, just in case the unexpected happens. When the potential dangers let up, go back to the dead pedal and relax as usual.

While the theory makes sense to many, those drivers that have attempted braking with their left foot on the road typically respond predictably: "It's like I hit a brick wall," they say.

Yes, it takes practice to coax your left foot into braking with the correct pressure. It's like riding a bike without training wheels — at first it's tough and you want to give up, but when

(Continued on page 3)

<http://www.msn.com/en-us/autos/enthusiasts/garage-find-ultra-rare-ford-gt40-found-under-piles-of-junk/ar-AAeXuFN#image=1>

1968 Ford Mustang Shelby G.T. 350 - Shelby Bait Hooks A Bigger Fish



Maybe we should all drive around the country towing a rare find on a trailer. Rich Barnes picked up a 1968 Ford Mustang Shelby G.T. 350 he found chained to a house in California. This car became the bait to hook an even bigger fish.

Rich's one-man Mustang restoration business is The Mustang Ranch in Golden, Colorado. When he had to deliver a vintage Bronco to a friend in Los Angeles, he figured he would turn the delivery into a fun road trip to the West Coast.

The fun part would be tracking down a Shelby he ran across in an obscure advertisement. Rich had no guarantees. He had talked to the owner one time on the phone, and the owner proved to be a "little hesitant" about selling or giving out information on his Shelby. He admitted he really did not want to part with his G.T. 350.

Rich decided to back off the deal for a few days and call again later. Repeated calls got no answer. Rich tried "every day or two," ringing the landline off the hook.

Finally, one day the owner's little brother answered the phone. Rich figured the kid was about 5 or 6.

"He said his brother wasn't there. He had moved out. I asked him if the car was still there. He told me yes, but his brother doesn't live there anymore."

Rich asked the little boy for the address. The kid did not know his own address. Barnes had an idea.

"I told him to go find where his parents put the stack of mail and read the numbers and letters off the envelopes. I was lucky he knew what letters and numbers were."

After delivering the Bronco in Los Angeles, Barnes pointed his truck and empty trailer to the address, which was in Compton. Rich was unaware of the rough nature of

the city. "I didn't think anything of it until I started driving into the area and saw how depressed and trashed it was."

When he got to the house, Rich noticed the Shelby under a car cover and chained to the porch. The car's owner was not home, but the same little kid who answered the phone was. Rich got lucky. The boy said his brother would be home about 6 o'clock to pick up some clothes.

Packing a thick wad of \$100 bills, Barnes decided to take a snooze in the truck and wait for the kid's older brother. Three and a half hours later, Barnes popped out of his truck when he heard this guy roll up to the house. The two got right into talking about the car. Although reserved, the owner pulled the cover off the G.T. 350 and told what he knew about the Shelby, "which wasn't a whole lot," says Barnes.

He bought the car from his cousin. The fastback had the original 302 J-code small-block under the hood, backed by a four-speed and a 9-inch rearend. Somebody had flared the fenders by rolling the lips—a nice job. They also dropped the suspension and beefed up the stock brakes. It was one of 223 Hertz rental cars. The Wimbledon White Shelby had a little race history. The body was California rust-free.

"We went into the garage and did the cash deal so nobody could see or think a drug deal was going on," Rich says. The price was \$8,200.

Rich winched the car onto his trailer, loaded his truck with parts, and headed to San Jose with the car in tow. On the road he encountered honking horns, people taking pictures and asking questions like, "Hey, do you want to sell that thing?"

The road trip then turned spooky-ghost-story weird at a gas station on the outskirts of Reno. A bearded man in his 70s pulled up in a rotted Toyota pickup and began pumping fuel on the same island as Barnes.

"You could stick your hands through the fenders and quarter-panels," says Rich. "The pickup was just as beat up as the old man. He peeked his head over the side of the pump and said, 'Hey, I got me one of them thar Shelys. Except mine is not a 350, it's a G.T. 500.' "

Rich asked him what he was going to do with the car. "I'm going to sell it," was the answer. "I need an operation, and I can't

sell it to my kids 'cause they are fighting over it."

The old man, named David Jack, lived a few miles down the road. Rich wanted to follow him back to his place to look at the Shelby.

"Can't do it now," David said. "The car is in the storage container and there's a whole bunch of things planted in front of it. I can't get to it."

Rich offered to stay an extra day and help move the "stuff." The answer was still no. Rich wondered if the old man was "just having some fun with me," but then David told Rich, "You can call my brother in a few weeks."

Back home, Rich didn't wait but called right away and verified the story. David really did have a '68 Shelby G.T. 500 fastback.

When Rich went back, he said David's place "must have had three to four acres of land and about 50 tons of junk: piles of washing machines and dryers, refrigerators, tractors, tractor equipment, kitchen sinks."

Inside the container was a real G.T. 500 fastback, red with white rocker panel stripes. A couple tires were flat. David had set an old battery on the cowl on the driver's side, and acid ate up four or five of the little vents. Cylinder heads and intake manifolds sat on top of the roof, causing nasty dents.

"We rolled it out and cleared things off, and it really looked like hell," Rich remembers. "But underneath, the body was in really good shape with little or no rust. He showed me extra blocks, cranks, heads, tranny's, and all these other parts that went with the car."

David had raced the car at the Pike's Peak Hill Climb many years ago. He "blew up" the 428 Cobra Jet engine and parked the Shelby in the container.

Had Rich not thrown caution to the wind and gone on the California trip, he never would have had a shot at this G.T. 500. The G.T. 350 was a great catch, but it proved to be the bait to catch a bigger fish. MCR

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