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Gent's Journal

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June 2015



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5978 Hwy 291 #10

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You can contact them by calling 509-464-3994 or
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Their website is www.Suncrest.PizzaFactory.com



Club Officers

- President:
Tom Yedinak
509-468-3729
- Vice President:
Skip Littell
- Secretary:
Tawnia Littell
- Treasurer
Gary Schackel
- Sgt At Arms:
Bruce Town
- INCCC Rep:
Barnetta



March 2015

Meeting called to order at 4:10pm

Visitor – Dick Ripley with a 64 Ford Falcon pickup

Treasury report given and accepted.

New Business:

10 signed up for calendar

AutoNation show held May 7

Bob Kivett made a motion to support making money on calendar centerfold. Bruce seconded. Club approved by majority vote to have calendar coupons – 8 sponsors at \$100/ea

Dukes are having a Poker Run on Saturday May 30

The club needs a historian – preferably someone that’s been in the club for a long time. If you’re interested, please contact an officer.

Club voted to begin our summer meeting times. Next meeting will be at Suncrest Pizza, June 3rd at 6pm

All pictures for the 2016 calendar will be shot by September 1.



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

- June 3—photo shoots and monthly meeting at Suncrest Pizza
- Lots going on

Strawberry Rhubarb Crunch

- 1 cup white sugar
- 3 tablespoons all-purpose flour
- 3 cups sliced fresh strawberries
- 3 cups diced rhubarb
- 1 1/2 cups all-purpose flour
- 1 cup packed brown sugar
- 1 cup butter
- 1 cup rolled oats

1. Preheat oven to 375 degrees F (190 degrees C).

2. In a large bowl, mix white sugar, 3 tablespoons flour, strawberries, and rhubarb. Place the mixture in a 9x13 inch baking dish.

3. Mix 1 1/2 cups flour, brown sugar, butter, and oats until crumbly. You may want to use a pastry blender for this. Crumble on top of the rhubarb and strawberry mixture.

Bake 45 minutes in the preheated oven, or until crisp and lightly browned.

http://allrecipes.com/Recipe/Rhubarb-Strawberry-Crunch/Detail.aspx?event8=1&prop24=SR_Title&e11=strawberry%20rhubarb&e8=Quick%20Search&event10=1&e7=Home%20Page&soid=sr_results_p11

Texas Time Capsule: Five Pre-War Classics Found in a Barn

Barn find. Arguably the most powerful, attention-grabbing two syllables in the classic car universe.

“It’s the Holy Grail for a car guy,” said Antonio Brunet, chairman and founder of Motostalgia Auctions in Austin, Texas. “Opening the doors, seeing the cars covered in dust, untouched for years ... It’s like you’re in a time machine.”



Brunet should know. He recently experienced the thrill first hand. And although the discovery wasn’t a true “barn find” since the owner never lost track of what he had, it was still an emotional experience for Brunet. He expects more of the same when five pre-war automobiles and a travel trailer – stored for more than 40 years – cross the auction block at Motostalgia’s sale on June 12 at Indianapolis Motor Speedway, with the owner in attendance.

“The final chapter of a magnificent story,” Brunet said.

And what a story it is. Brunet said few people knew about the collection, which includes a 1932 Cadillac 370B V-12 Victoria Convertible, 1933 Cadillac Model 370C V-12 Town Coupe, 1938 Cadillac Series 90 V-16 Fleetwood Limousine, 1923 Milburn Electric Model

27L, 1908 REO Model G Boattail Roadster/Sedan Tonneau and a twice-used 1937 Kozy Coach Travel Trailer. Until two years ago, Brunet didn’t even know they existed, and they were stored only seven miles from his shop.

The owner, Jack (who doesn’t want his last name publicized), moved to Texas from Wisconsin in 1972-73. “He had some amazing vehicles that he put away in his new barn, always with the intention of getting the time and money to fix them,” Brunet said. “But as it often goes, he never found that time.”

Although the cars sat untouched for more than four decades, except for a curious raccoon that left its paw prints in the dust on the hood of one of the Cadillacs, Brunet said it was obvious that the collection held a special place in Jack’s heart. “He really took the time to put the cars away properly. They were on blocks, perfectly spaced, waiting for the day they would be on the road again.”

The rarest of the five cars is a 1932 Cadillac 370B V-12 Victoria convertible, body No. 1. One of only four Victoria convertibles built for 1932, it is the only one with a V-12 engine. “It was used as a prototype to show executives to see if they would approve the concept of a Victoria convertible,” Brunet said. “It’s on the V-16 registry, but it obviously carries a V-12 engine.”

The car has only had three owners, and it has never been offered for

public sale. Motostalgia estimates its value at \$285,000-\$350,000.

The 1933 Cadillac Model 370C V-12 Town Coupe, designed under the watchful eye of legendary Harley Earl, is one of only 952 built. It has all of its original running gear and has been started (and driven a short distance) since being removed from the barn. Motostalgia estimates its value at \$55,000-\$75,000.

The third Cadillac, a 1938 V-16 Series 90 Fleetwood Limousine, was once owned by the Wrigley family, chewing gum magnates and long-time owners of the Chicago Cubs baseball team. “It’s unusual in that it’s a five-passenger limousine, when most pre-war limousines were seven- or nine-passenger cars,” Brunet said. “This one doesn’t have the jump seats because the original owner only wanted it for himself and his wife. It’s a great car, absolutely enormous. It really speaks to the eccentricity of Cadillac in American life.” Pre-auction estimate: \$45,000-\$65,000.



Jack acquired the last two cars from an attorney who had accepted them as payment for services rendered.

(Continued on page 6)

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Brunet said the 1923 Milburn Electric Model 27L is one of the last models that Indiana-based Milburn built. “In the 1910s and ’20s, companies like Milburn and Detroit Electric built very competitive electric cars,” he said. “Milburn had a fleet of taxis in New York in the late teens and early ’20s. It was a very successful brand. But in 1924, GM bought the company and dismantled the factory so they wouldn’t have to compete against the car.” Pre-auction estimate: \$90,000 - \$125,000.

The final car, a brass-era 1908 REO Model G, was the first that Motostalgia got up and running again. Brunet said it’s unusual in that it’s actually a “transformer.” Its three-person backseat can be removed and replaced with a wooden rear section, turning it from a five-person touring convertible into a two-person boat-tail. “You can choose, depending if you’re going out for a cruise with the family or a high-speed drive of 25 mph – which was probably what they were good for in 1908,” Brunet

said with a laugh. Its pre-auction estimate is \$75,000-\$95,000.

The last piece of the collection, a 1937 Kozy Coach travel trailer, has been used only twice in the eight decades since it was built – first by its original owner in Wisconsin and again by Jack during his move to Texas in the early 1970s. “I’m obviously a car guy, and I just don’t see vintage travel trailers that often,” Brunet said. “They’re built with Masonite (pressed wood) and a lot of the older ones just waste away. But this trailer has been sitting in a barn for so many years that it’s in great condition. The mahogany wood inside is fabulous. It’s a museum piece.” Pre-auction estimate: \$75,000-\$100,000.

Brunet said that his promise to Jack was to get the five cars running again before the auction, and he’s already close to fulfilling that vow. “Jack’s dream was to see them back on the road,” Brunet said. “So by giving us the honor of putting them in our auction, we promised to bring them back to life.”

While Jack struggled to let the auc-

tion cars go – actually, he’s hanging on to two others that have an emotional connection – Brunet said just seeing the cars is a gift to anyone who enjoys the magic words, barn find.

“I think the main reason why barn finds are so exciting is that most car guys like originality,” Brunet said. “Cars that are 40, 50, 80, 100 years old or more ... They’ve transitioned from basic transportation to collectible vehicles. And during that transition, most cars are repaired and modified here and there; they evolve over time. But with a barn find, it’s like time stopped. The cars haven’t changed, other than getting older. They’re just as they were when they were put away, right down to the smell. It’s incredible.”



<https://www.yahoo.com/autos/texas-time-capsule-five-pre-war-classics-found-in-118285976497.html>

Boyd Coddington hot rod at Russo and Steele auction

One of the last pieces of hot-rod artwork to roll out of the late Boyd Coddington's famed California shop, a custom 1932 Ford Model B, will be presented for auction at Russo and Steele's upcoming sale in Newport Beach, California.

Coddington, who died in February 2008 at the age of 64, was famous for the imaginative and gorgeously finished custom cars that he designed and built. Such landmark creations as CheZoom, the Aluma Coupe and Whatthehay helped put street rods and customs on the map as bona fide collector cars.

This Ford Deuce started out as a 1932 Ford Model B-400, which was attached to a completely hand-

-made Coddington chassis. The sleek body is all steel and hand-formed by Marcel's Custom Metal Shaping in Corona, California, with elongated hood and side panels, custom fenders and a custom-made convertible hardtop that lifts off.

The glossy black finish shows the perfectly executed metalwork, the auction notes in its description. The modern interior includes power leather seats, power windows, wool carpets, custom gauges, Vintage Air AC and wood-grained dashboard and moldings.

The performance engine is a Roush-built Ford 358 cid V8 with electronic fuel injection, MSD

ignition, roller cam and rocker arms, and special exhaust headers, linked with a Ford automatic transmission.

The Russo and Steele auction takes place June 5 through 7 at the Newport Dunes Waterfront Resort in Newport Beach. For more information, see the [auction website](#).



<http://blog.classiccars.com/boyd-coddington-hot-rod-russo-steele-auction/>

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