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# Gent's Journal

Volume 7 Issue 1

January 2017



## Article from Your Secretary and Newsletter Editor

Happy New Years, Gents Auto Club! May 2017 be the year of the Phoenix!

The Merriam-Webster Dictionary defines a PHOENIX as "a legendary bird which according to one account lived 500 years, burned itself to ashes on a pyre, and rose alive from the ashes to live another period."

Burned to ashes and rose to live again. Define that phrase to

your liking, but for me, it means that I will rise above the sickness, disease, and disorder of 2016. I will forever carry my husband in my heart. He blessed me in so many ways. But his death burned my heart to ashes. My heart aches with his memories and his love.

But if I continue on this way, his memory may die with me. He wouldn't want that. He wants to live on

and he will. Through me. Through us.

2017 will see many changes. Life will be good. And I can't wait to see where my cars will take me. Oh to feel the wind in my hair...

Hey, that reminds me – if I'm to drive that '56 next year, I'm gonna need some help with the wiring and replacing the motor. Who wants to help?

God bless you, my friends!



Club Officers

- President:  
Tom Yedinak  
509-468-3729
- Vice President:  
Steve Williams
- Secretary:  
Tawnia Littell
- Treasurer  
Don Rogers
- Sgt At Arms:  
Jason Williams
- INCCC Rep:  
Dean Carriveau



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DUES ARE DUE	

# DUES ARE DUE

Reminder that dues will be collected in January

## **Regular Meeting Agenda for January 2017:**

Pledge of Allegiance: Sam May will lead.

Introduction of Visitors:

Prospective new members:

- Keith Shaul with a 78 Camaro: This is his 3rd meeting.
- Tony Grasso with a 2WD S-10 Blazer: This is his 2nd meeting.
- Jukka Kauppila with a 34 Chevy Coupe: This is his 3rd meeting.
- Brad Trudeau with a '71 Nova, under construction 3rd meeting

Reading of Minutes from DECEMBER 2016:

Reading of Correspondence:

Report from Secretary:

Report from Treasurer: Don Rogers Was voted in as the new Treasurer, and his term will run through December 2019. This is a 3 year term.

Report of Committees: Include INCCC rep.

Old Business:

- Sgt Huddle from the Spokane PD will talk to us about volunteering for the Spokane PD.
- Shawn Fissette, as the President of the Hillyard Festival talked to us about the 2017 Hillyard Festival Car Show. We voted "YES" to run the show. It will take place in Harmon Park this year and in the future.
- Jason Williams has new stickers and member's cards.
- Steve Williams has the new-prospective member's folders.
- On the 4th of December, we went to our donation places, gave money, took pictures, ate lunch, and had a good time.
- We presented the most inspirational trophy to Steve Williams and the Most Improved Car Award to John Conne.
- Web Site: The Gent's website is up and running. If you want yourself and your car on the website get with Bruce or Dean for the picture input.

New Business:

- All inputs for the 2017 INCCC Calendar of events were put in.
- Steve Williams and his committee will talk about the Spokane Speed and Custom Show on the 7th through the 9th of April of 2017. They will have the theme, and sign up will start at this meeting. We need a committee, volunteers, and a theme. 5 cars will be in the display. Other members and the club display members will pay \$65.00 for each car entered.
- Starting in Jan, I will get the new 2017 Calendar contracts signed and start a list for new sponsors. Retro Doughnuts is first on the list. North Town Auto Insurance is second on the list.
- We voted yes on doing the picnic at Sontag Park. It is scheduled for 10 September 2017.
- We will be the sponsor for the drinking mugs for the Good Guy's show at the fairgrounds on the 17 through 20 August 2017. It will cost us \$1200.00. The art work has to be done and into them by the 13th of January 2017
- The AutoNation car show will probably take place on the 13th of May 2017.
- We voted on 4:00 PM for the rest of the winter meetings at the Eagles.
- VOTE FOR NEW MEMBERS TO BE. Keith Shaul, Jukka Kauppila and Brad Trudeau

Announcements:

**Next Meeting: February 5th @ 4:00 PM at Eagle**



**Inland Northwest  
Car Club Council**

If you have any questions or comments about the meeting or INCCC in general, contact Dean Carriveau



## Notable Dates

- January 8, 2017: Regular monthly meeting at the Eagles at 5pm
- Club member birthdays: Dean Carriveau (January 4)
- April 7-9: Spokane Speed & Custom Show
- May 13: AutoNation car show
- June 17: Riverside Cruise
- June 18: Wendle Ford car show
- July 15: St. Luke's car show
- July 29: Eagle's car show
- August 5: Hillyard car show
- August 17-20: Good Guys car show
- September 8: Riverside Cruise
- September 10: Gents Reunion

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## 959-HP Ford Mustang ‘Espionage’ Makes Other Muscle Cars Look Tame

In movie history, the Ford Mustang fastback has traditionally been the hero’s car—think *Bullitt*, *Gone in 60 Seconds* (both of them), even *Need for Speed*. The rationale makes sense. It’s a gorgeous design, a potent performer, heck who wouldn’t want the Mustang to win?



This Ford Mustang however treads a fine line between hero and villain. It’s known as ‘Espionage’ and it’s the clandestine design of Wisconsin’s famed mod shop, the Ringbrothers.

Based on a ‘65 Mustang fastback, the car made its big debut at the 2015 SEMA Show in Las Vegas, but according to brothers Jim and Mike Ring, it was no easy task to pull off. Each one of the Mustang’s sleek body panels are made entirely of carbon fiber, and all are far from mere copies of the original fastback, making it one of the Ringbrothers’ toughest builds ever.



Instead of re-bodying the Ford Mustang, the Ringbrothers widened the fastback’s new carbon fiber skin by a full two inches on each side, and bestowed innumerable unique touches to nip and tuck its original form. The result is a shape that’s undeniably Mustang, but with a touch more “muscle car” DNA than traditional pony car. Befitting its clandestine moniker, all that carbon fiber bodywork lies hidden beneath a coat of BASF paint, appropriately named “Spy Green.”



With a body fit for a Bond movie, the Ringbrothers also installed an over-the-top engine to boot. Lift up the scooped hood and you’ll find a massive 427ci Wegner Motorsports V8, which tacks on ported heads, a competition camshaft and crankshaft, plus a 2.9-liter Whipple supercharger. Frankly the power figures are enormous—a goliath 959 hp and 858 lb.-ft. of torque. “Covert” might not be the right word.

The wall of power is funneled out through a set of Flowmaster Super 44 mufflers and is put to the ground through a twin-disc clutch, six-speed Tremec gearbox, and a Detroit Speed nine-inch rear end. Give it a full

shot of gas and you might end up in the next county.

Thankfully, the Ringbrothers gave the Espionage Ford Mustang plenty of stopping power too. The Rings called up Baer and added four massive 14-inch disc brakes to the pony car. The big discs live tucked behind a set of five-spoke HRE wheels, which come wrapped in Nitto Invo rubber.



Inside, it’s about as squeaky clean as a Bond villain’s lair, and about as rich in taste too. Both driver and passenger find themselves cosseted in gorgeous Recaro leather seats, and gazing upon a crisp leather wrapped dashboard. A center mounted Race Pak gauge replaces the traditional cluster.

All in all, it might not be the typical hero car of Mustang lore. But this is one fastback we’d have no problem rooting for.

<https://www.yahoo.com/news/959-hp-ford-mustang-espionage-makes-other-muscle-163025208.html>



# This 1965 Dodge Coronet has a 493ci Secret Under the Hood

There are certain cars that make winning look easy: as if it didn't take a lot of effort to make it look so good, or make so much power. This 1965 Dodge Coronet is one of those cars, thanks to a super slick paint job and a nicely disguised engine under the hood. While it looks like a show car and has all the right bells and whistles, this Coronet is packing a secret under the hood and actually has a pretty serious history on the drag strip. The car belongs to Ringgold, Georgia resident, Ken Meredith, a lifelong Mopar guy who learned the trade from his father Kenneth.



© Hot Rod Network Staff 1965-dodge-coronet-profile

Ken has been fooling with Mopars for decades, and he has a day job as store manager for Byrd's Automotive, a Sikkens paint supplier. When he's not selling paint supplies to local body shops, he's in his own shop, wrenching on project cars. His background in bodywork and paint means that all of his projects get massaged and treated to a killer paint job, but he didn't stop with a slick paint job on this Coronet. Since the car had spent a great deal of its life on the drag strip, Ken wanted to give it a few more horsepower than the car's original 273ci engine could provide.



© Hot Rod Network Staff 1965-dodge-coronet-7

In 2005, Ken bought the car from L.C. Bigham, who has been drag racing for as long as Ken has been alive. L.C. is the master of a class known as "footbrake", which is an sportsman bracket racing class that doesn't allow a transbrake or any type of delay box or electronics. It was said that L.C. won more than \$40,000 with this particular car, which is a fraction of his total winnings in his ongoing career. The car never had a radical engine or suspension, and it was surprisingly well preserved, compared to most cars that are subject to the drag racing lifestyle. The weekends of racing action was the best possible treatment for this Coronet, and Ken admits that it was one of the most solid cars that he's built through the years.



© Hot Rod Network Staff 1965-dodge-coronet-15

Ken spent a couple years of evenings and weekends working to revamp this Mopar into something that would stand out at a car show, while also looking right at home at a test and tune session at Brainerd Optimist Drag Strip. With a 493ci big block Mopar under the hood, and plenty of supporting parts and pieces, Ken's Coronet is ready for action, and will likely surprise a few folks when those two four-barrel carburetors are opened up. The car is certainly a sanitary sleeper, and serves as a rolling memorial for Ken's late brother, Rick, and father Kenneth, who were both responsible for adding fuel to this Mopar guy's fire.

## Tech Notes

Who: Ken Meredith

What: 1965 Dodge Coronet 440

Where: Ringgold, Georgia

## Engine:

**Transmission:** Backing the stroked big block is a 727 TorqueFlite automatic, built by local drag racer Melvin Croft. Ken matched the [camshaft](#) power band with a loose torque converter that stalls to 4,400 rpm before transferring the power. Ken still uses the stock column shifter to operate the three-speed automatic.


**Rearend:** Out back is a Dana 60 rear end built by Hudlow Axle and packed with a Sure Grip differential and 4.10:1 gears.

**Suspension:** Ken focused most of his effort on the killer engine, so the suspension, steering and brakes got a basic rebuild. The only modification underneath is a pair of Super Stock leaf springs, which help plant the horsepower to the ground.

*(Continued on page 7)*

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~Tawnia Littell  
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SUN: 10:00AM-6:00PM

# Slow Cooker Chicken Pot Pie Stew

- 4 large skinless, boneless chicken breast halves, cut into cubes
- 10 medium red potatoes, quartered
- 1 (8 ounce) package baby carrots
- 1 cup chopped celery
- 2 (26 ounce) cans condensed cream of chicken soup
- 6 cubes chicken bouillon
- 2 teaspoons garlic salt
- 1 teaspoon celery salt
- 1 tablespoon ground black pepper
- 1 (16 ounce) bag frozen mixed vegetables

Prep      Cook      Ready in  
20 min    6 hr      6 h 20 m

## Directions

1. Combine the chicken, potatoes, carrots, celery, chicken soup, chicken bouillon, garlic salt, celery salt, and black pepper in a slow cooker; cook on high for 5 hours.
2. Stir the frozen vegetables into the slow cooker and cook 1 more hour.

**Yummy**



(Continued from page 5)

**Wheels/Tires:** The Coronet rolls on a nostalgic tire and wheel combo that Ken picked up from Coker Tire. The BFGoodrich Radial T/A tires are sized at 225/70R15 and 275/60R15, matched up to 15x7- and 15x8-inch Rocket Fuel wheels.

**Paint/Body:** The paint and bodywork was a team effort, with help coming from Henry Johns and NuNu Lowry. Ken was blown away with solid and straight panels, considering this car's drag racing history. He laid down a few coats of Sikkens base coat/clear coat Euro Jet Black paint after massaging the body to perfection, then rubbed on it even more to polish the fresh

finish.

**Interior:** Inside, it's a pretty simple setup, with a bench seat, a big steering wheel and lots of red material. Ken ordered new carpet and door panels from Legendary Interiors, while Kyle Wilson at Fully Loaded Interiors stitched new covers for the seats. The dash and trim is immaculate, another rarity with an ex-drag car. Ken restored the interior with all original components, and put the same amount of effort into the trunk, with superb details throughout.

<http://www.msn.com/en-us/autos/classic-cars/this-1965-dodge-coronet-has-a-493ci-secret-under-the-hood/ar-BBxsesu>

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God saw that he was getting tired,  
A cure was not to be.  
So He put His arms around him  
and whispered, "Come with Me."

With tearful eyes, we watched him suffer,  
And saw him fade away.  
Although we loved him dearly,  
We could not make him stay.

A golden heart stopped beating,  
Hard working hands to rest.  
God broke our hearts to prove to us  
He only takes "the best".



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