



Sponsored by Wendle Ford and AutoNation Chevrolet

Gent's Journal

Volume 7 Issue 4

April 2017



YOUR INCCC REP, DEAN CARRIVEAU

I was just turning sixteen and like most kids that age, boys anyway, teenage hormones were kicking in and shifting to overdrive. I was beginning to lust for girls and a car, any car.



The kid across the street got a Sunset Coral over Raven Black '56 Ford Sunliner ragtop. I coveted that car and bought an AMT 3-In-1 model of the '56 Ford hardtop and cut the top off. Building

that model scratched my "had to have" itch a little but didn't really solve my car crazy lust.

I found a number of cars on their last legs and brought them home as possible substitute

replacements for that ragtop I so badly craved. One candidate was a clean '56 Cadillac Coupe DeVille in salmon pink and

white top. (Fifty bucks...it only needed a transmission). A Mary Kay cosmetics decal would not have looked out of place in its backlight. Next up was a tired black '46 Chevrolet Fleetline

fastback coupe with vacuum assist shift that I was able to, with groaning effort, coax into our driveway (Forty dollars). And finally, the mildly customized '55 Studebaker Loewy coupe with aluminum tubular grill (\$150 and no major problems). Each and every car I dragged home was sent back to its owner by my dad. "You don't want that car", he'd reason...."besides, you need a job to pay for insurance and gas."

Having a car was not to be and I continued to run around town on my 1953 Cushman motor scooter...not cool, no place for a girl

(Continued on page 4)

Reminder that dues will be collected at the next meeting

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



KEEP CALM AND PAY YOUR DUES

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DUES ARE DUE	

Call To Order: 4:00pm

Introduction of Visitors: none

Reading of Correspondence: none

Report from Treasurer: read and accepted

Report of Secretary: minutes accepted as written in newsletter

Report of Committees:

INCCC Rep. Dean C. spoke about the RPM act that will allow racers to continue modifying street vehicles into racecars used exclusively at the track. He also mentioned other items from the INCCC meeting in February. For a copy of the latest INCCC newsletter, please contact Dean C. or Tom.

Spokane Speed and Custom Show club committee spoke on our club display at the show. As of March's meeting, they were about full but may have room for a few more cars. Four club cars will be chosen for the club display and members will be notified. A graphic of our display was shown at the meeting. If you want to help man our booth, please see Tom or other club officer. We want to have a slide show running of our club, its history, and members. If you have pictures or other graphics, please contact a club officer or Steve Williams ASAP. To run these graphics, the club was asked to purchase quality thumb-drives. Club approved. Club also voted and approved the purchase of a few passes for those members not showing cars but working our booth. A list of our sponsors will also be displayed.

Old Business:

Photos for the 2018 Calendar will begin in May. We hope to have all photos taken by July in order to have them available by our picnic in September. If you have any questions, please contact Tom.

THEGENTSAUTOCLUB.com is up and running smoothly. A presentation of the site was shown at the March meeting.

DUES ARE DUE.

New Business:

Sign up sheet for the AutoNation show will be available at the April meeting

Gary Jones does great finishing work on cars – paint repair, clean up, etc.

Steve and Jo Rygwalski are moving to Arizona. They will be greatly missed and encouraged to keep in touch.

Spokane Hotrod Association will be present for about six Gents events. Does the club want to pay for (sponsor) a SHRA trophy for a couple car shows? Motion made, seconded, and approved.

Announcements:

Please join other Gents members for lunch on Thursdays at either 5 Mile Heights Pizza or Country Place.

Next Meeting:

April 2, 2017 at 4pm at Eagles

Meeting adjourned: 4:52pm



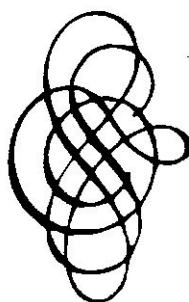


If you have any questions or comments about the meeting or INCCC in general, contact Dean Carriveau



Notable Dates

- **April 2—regular Monthly meeting at the Eagles at 4pm**
- Club member birthdays: Steve Wint and Andy Terris
- April 7-9: Spokane Speed & Custom Show
- May 13: AutoNation car show
- June 17: Riverside Cruise
- June 18: Wendle Ford car show
- July 14: Collector Car Appreciation Day
- 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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passenger, but at very least, not a bicycle.

By the summer of 1967 I had turned seventeen and was between my junior and senior years at Ferris high school. My parents and I talked it over and they agreed that I was old enough to be on my own and could visit my older brother in Berkeley, California over summer break. No sooner had I arrived at my brother's place, I laid my eyes on a dust-covered car sitting in a corner of the back lot of our apartment. There, in all of its faded and abused beauty, sat a Raven Black and Colonial White 1956 Ford Sunliner Convertible; it was for sale by the elderly owner of our apartment and I had to have it!

I soon found a weekend only job at a busy Berkeley car wash where I cleaned the inside back windows of cars waiting in line to be washed under the hot summer California sun.

There was a caste system at the car wash and I was, and would remain, at the entry level.

I wanted the car washes premium top job which was, of course, held by the top man, a tall, cool dude with a gassed up pompadour wrapped in a black dew rag. With swaggering gait and a toothpick in the corner of his mouth, he'd stroll to freshly washed cars at the end of the line and drive them off the chain, where a crew of towel minions'd soon dry them off. Because I could only work weekends, I never did move up from my entry level "back window washer" position, but by the end of

summer, I had earned enough money to buy the Sunliner with seventy bucks and a handshake!

I changed out the car's leaking radiator, thinned the oil with gasoline to rinse out years of thick, black sludge, and headed home to Spokane on hope and a prayer. There was a terrible front-end shimmy between forty-five and sixty miles-per-hour (worn out bushings). The tires were threadbare and mismatched, one being an old recapped sawdust snow tire. The rocker arms were dry for lack of oil due to plugged oil galleys. Their tappets clattered noisily during the entire two-day trip. It shouldn't have, but the old Ford took me home and not much my dad could say about returning this one.

My dad was a decent guy and he helped me get the car into shape with a new engine, transmission, front end rebuild, seat covers and convertible top. I drove the car during my senior year of high school, cruised Riverside and frequented the Panda and later Dick's drive ins. Good times many Spokane teenagers will fondly remember.

With a U-haul trailer attached containing all of my worldly possessions, the Sunliner took me back to California in 1970 where I would soon meet Janice, my wife-to-be, and begin my career with the telephone company.

It was mid-1971 and on our second date spending a day in San Francisco, when a car full of teenagers ran a red light and destroyed the front end of

the Ford. The uninsured kids driving the offending vehicle hit the right front side of the Sunliner so hard; it also destroyed the left front fender, hood, radiator, and grille. I had what was left of my car towed to my apartment where I removed the front end all the way to the firewall. Soon after, I put the car into storage. For the next forty-three years I moved the car from one warehouse to another, from garage to garage, and finally back to my home shop in 2013 where I began its resurrection.

I've since rebuilt the Y-block engine, the Fordomatic transmission, front end, fuel system, floors, power steering, brakes, and am currently working on the glass, door seals, and interior. My future projects will be to restore the inner and outer fenders, wiring, grille, bumper, lights, trim, and really, the entire front clip of the car. My Ford will never be a show car but I hope to be able to drive my old high school Sunliner (with top down) and my sweetheart, Janice, to my fiftieth high school reunion in summer 2018.



"END OF THE ROAD" JUNE 1971 SNFL



Ham and Wild Rice Quiche



Prep
15 m

Cook
1 h 15 m

Ready In
1 h 40 m



Recipe By: Sue S.

"This is a nice change from ordinary quiche. Full of ham, wild rice, mushrooms, red bell peppers, and flavored with a touch of Dijon mustard, this quiche is fabulous for breakfast, lunch, or dinner. And the meat & veggie mixture is terrific simply scrambled with eggs for a quickie meal!"

Ingredients

- | | |
|---|------------------------------|
| 3/4 cup water | 3 eggs, beaten |
| 1/4 cup uncooked wild rice | 1 cup sour cream |
| 1 (9 inch) unbaked pie crust | 1 tablespoon Dijon mustard |
| 1 cup cubed cooked ham | 1/2 teaspoon salt |
| 1/3 cup finely chopped red bell pepper | 1/8 teaspoon black pepper |
| 1/4 cup thinly sliced green onion tops | 2 cups shredded Swiss cheese |
| 1 (4 ounce) can sliced mushrooms, drained | |

Directions

- 1 In a small pot, bring the water and wild rice to a boil. Cover, reduce heat to low, and simmer 45 minutes.
- 2 Preheat oven to 425 degrees F (220 degrees C). Bake the pie crust 10 minutes, or until golden brown. Reduce heat to 400 degrees F (200 degrees C).
- 3 In a bowl, mix the cooked rice, ham, red bell pepper, green onion tops, and mushrooms. In a separate bowl, mix the eggs, sour cream, mustard, salt, and pepper.
- 4 Sprinkle the bottom of the pie crust with 1 cup Swiss cheese. Spread the rice, ham, and vegetable mixture over the cheese, and cover with the egg mixture. Top with remaining Swiss cheese.
- 5 Bake 30 minutes in the preheated oven, or until a knife inserted in the center comes out clean. Let stand 10 minutes before serving.

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Editor's note—I find a lot of articles on the internet for your viewing and reading pleasure. If an article was taken from the internet, a hyperlink will follow the article. Full credit goes to these writer's and photographers.

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Bipartisan Congressional Bill Will Protect Motorsports' Future

*RPM Act will allow racers to continue modifying street vehicles into racecars used exclusively at the track.
ACT NOW!*

In July 2015, the U.S. Environmental Protection Agency (EPA) introduced a proposal that would have prohibited the conversion of street vehicles into race cars used exclusively for the track. **While the EPA has withdrawn the proposal, the agency continues to assert authority under the Clean Air Act to regulate the modification of vehicles used for competition.**

Congressional action is the only way to guarantee that street vehicles can continue to be modified for the track, well into the future.

The Recognizing the Protection of Motorsports (RPM) Act of 2016 is a bipartisan bill in Congress that will confirm that it has always been Congress' intent that racecars are not include in the Clean Air Act's definition of "motor vehicle." The RPM Act makes clear that it has always been legal to modify a street vehicle into

a racecar used exclusively at the track, and confirms that modifying these vehicles for exclusive track use would not be considered tampering.

[Contact your] legislators to support and pass the RPM Act. It only takes a minute, and every letter counts!



The 1959 Cadillac Broadmoor Skyview Laughs at Your Three-Row Crossover

MARCH 16, 2017 AT 10:49 AM BY [DAVEY G. JOHNSON](#) | PHOTOGRAPHY BY **BONHAMS**

Colorado's Broadmoor hotel and resort, nestled against the Rockies a few miles outside downtown Colorado Springs, is one of the grand old dames of the West. Built in 1918 by Spencer Penrose, the place has stately, funky charm that can only come via lived history. In the hotel's halcyon days, when Penrose needed to shuttle guests from the airport to his resort, he chose the Standard of the World to get them there. Starting in 1937, The Broadmoor



commissioned fleets of Cadillacs to ferry its guests to and fro, specifying retractable roofs so passengers might better enjoy the sheer vertical grandeur of their surroundings.

For 1959, the Broadmoor ordered six Cadillac wagons. While earlier Broadmoor limos had been built by professional automotive coachbuilder S&S, this run of vehicles was constructed by the Superior Coach Company of Lima, Ohio. Built on the same platform that concern used for its Superior ambulance and Royale hearse, the Broadmoor Skyview differed from your average limousine of

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the time by presenting a wagonoid profile. Riding on a 156-inch wheelbase, the four-row Skyviews were 251 inches long. For reference, a modern Escalade ESV is more than two feet shorter.

In an age when full-on panoramic roofs were not a thing—unless you count Ed “Big Daddy” Roth’s bubble-top experiments—Superior and the Broadmoor brought the pano experience to the ritzy masses. Three plexiglass panels separated by thin strips comprised the majority of the roof area, carrying on Penrose’s tradition of offering guests stunning upward vistas in all-weather comfort. A big Caddy

390-cubic-inch V-8 backed by a four-speed Hydra-Matic provided the torque to move a pack of passengers in the thin Colorado air.

Superior supposedly built eight of the cars, six for the Broadmoor and two more for other clients, although only Broadmoor-specific variants are known to exist today, according to Bonhams. The car pictured here, which went on the block at the auction house’s Amelia Island event in early March but did not sell, was the last of the eight constructed. Owned by the hotel into the 1970s, this Skyview has spent most of the past 40 years tucked away in largely original condition.

Also of note, at least to Dodge Demon intenders and fans of



the third Iron Maiden album, the Broadmoor Skyviews carried the Superior chassis code 666. Barack Obama and Donald Trump’s Cadillac Beasts ain’t got a patch on that.

<http://blog.caranddriver.com/the-1959-cadillac-broadmoor-skyview-laughs-at-your-three-row-crossover/>