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Gent's Journal

Volume 7 Issue 10

October 2017



ON THE EDGE MEDIA GROUP ~DEKE CLOYD

This Spokane based company has been in business for over 35 years. They consist of 6 divisions which include:

- Photography / Audio - Video
- Graphic Design
- Apparel
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- Marketing

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Deke Cloyd, the original founder and

CEO of this creative team and company, is a proud member of "The Gents Auto Club" and does a fair amount of print work, as well as photography and graphic design for this unique car club. He has a long history of exceeding the clients' expectations and offers Gents members a sizable discount on any work or project they

might need. This company has a lengthy and healthy history and their client list would surprise even the best in the industry.

If you wish to check out more of what this company does on a daily basis, go to their website or contact them directly: www.ontheedgeimages.com

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Call to Order: 6:08pm

Pledge of Allegiance: led by Steve Williams

Visitors: Ray Williams with a '37 Dodge Coupe (Steve's dad)

Prospective Members: Savannah's 2nd meeting

Reading of Minutes: accepted as printed

Reading of Correspondence: none

Report from Treasurer: read and accepted

Report of Committees:

INCCC: Show No Shine to be held on Feb 24 (see the INCCC newsletter for more information or ask Dean C. ~Tawnia) Also, the INCCC will be having an auction with funds going towards scholarships. This will take place sometime next September. If you'd like to volunteer, please see Dean.

Old Business:

2018 calendars due out mid-October. Next year's centerfold photo to be planned earlier in the year. Also would include only member cars. A calendar committee has been formed to be headed by Steve Williams.

Dukes' picnic was a fun time and will likely happen again next year.

Again, if you would like personalized Gent's Cards, please see Tom. These cards would feature your car (picture taken by Deke).

More discussion on the Gents Awning. More information to come at the November meeting.

Traveling Trophy was discussed. A full restoration is being conducted including solid walnut. Thank you, Rick Sawyer, for your work.

At this year's picnic, many thanks to Dick Ripley for running the grill, Deke for taking the pictures, and members (and friends and family) for coming. Do we want to do this again next year? Unanimous yes.

Please take a moment to sign the petition to bring back our \$30 vehicle tabs.

INCCC calendar of events photo raffle tickets are available at the meetings.

New Business:

Voting process has begun for Most Inspirational Member and Most Improved Car.

Participation is strongly encouraged. Ballots will be available at the November 1 meeting.

Voting for next year's officers will take place at the December election. All offices except treasurer are up for re-election. To run for president, you must have served on the board for at least one year. To run for another office, you must be a member in good standing for at least one year. If you have any questions, please ask a current officer.

Christmas Party to be held on December 2.

Announcements: Jason Williams has stickers and member's cards. Steve Williams has prospective member folders.

Next Meetings: November 1, 6pm at Eagles

Meeting Adjourned: 7:02pm





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



Notable Dates

- November 1—regular monthly meeting
- December 2—Gents Christmas Party
-

Best wishes for October and November's special dates!

Larry & Pat Doten 53rd Anniversary (10/12)

Kimmy Taasevigen (10/18)

Craig & Kimmy T 40th Anniversary (10/22)

Rick Milward (11/1)

Andy & Bonnie Terris 50th Anniversary (11/25)

Matt Child (11/29)

Jeff Larson (11/30)

If you have a special event you would like recognized (birthday, anniversary, etc), let me know!



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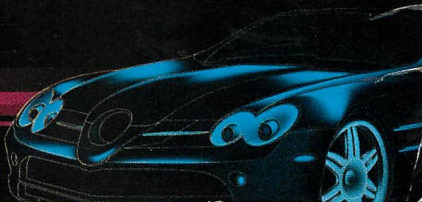


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Camaro ZL1 1LE: GM's Greatest Track Car, Ever

If you were shopping for a warp-speed Camaro three years ago, you had two solid but very different choices. You could buy the ZL1, which weighed well over two tons but had a 580-horsepower supercharged LSA V8 with which to file a preliminary injunction against the laws of physics. Or you could choose the Z/28, which cut weight, added trick spool-valve shocks, and relied on the legendary 427-cubic-inch LS7 small-block for 505 naturally-aspirated ponies. Most people arrived at the Chevrolet showroom knowing very well which of the two cars they wanted, because the ZL1 had the raw power of a sledgehammer and the Z/28 had the responsiveness of an SK micro-ratchet wrench.



Three years later, some of those customers are likely trading in or returning their leases to the dealership, and they're in luck, because both ZL1 and Z/28 drivers will find the Camaro of their dreams waiting for them right there on the floor between the Silverado CCSB (crew cab short bed) and the Malibu LLA-MA (looks like a miniature A7). With the ZL1 1LE, Chevrolet has finally put the peanut butter in the chocolate - or is it the chocolate in the peanut but-

ter?

The bowtie brand has been a regular participant in the previous four editions of our Performance Car Of the Year testing. It won the opener with the Corvette Z51, thrilled us with the Z/28 for 2015, divided our opinions sharply in 2016 with the Corvette Z06, and made it to the podium last year with the astoundingly competent Corvette Grand Sport. All this is to say the ZL1 1LE arrived in Kentucky for PCOTY 2018 starting at a very high bar.

Which it clears easily. The ZL1 1LE combines the freight-train power of the old ZL1 with the track-focused running gear of the Z/28. The 300-pound-lighter Alpha platform displays its race-track pedigree unashamedly whether it's underpinning a rental-rat V6 Camaro or an F-117-folded-sheetmetal ATS-V. Add in the gloss-black wings-and-splitter aero package that made our white test example look like an anime Stormtrooper, and the result is a car that attacks NCM Motorsports Park with enough ferocious ability to make you think that the "C" in "NCM" stands for "Camaro," not "Corvette".

Truth is, the 650-horsepower, 6.2-liter pushrod V8 finds a much happier home here than it does in the Corvette Z06. The Camaro may have to cut a much larger hole in the wind, even with the so-called "flowtie" hollow Chevy emblem in the gaping grille, but the same bluff front that costs the ZL1 several MPH down the main straight of our test track also makes cooling the engine a much simpler

matter.

Our two days at NCM featured some remarkably high temperatures for September, but the supercharged 1LE didn't exhibit any of the heat issues for which the Z06 has become a bit notorious. It didn't even appear to suffer much supercharger heat soak.

The rest of the car, too, was remarkably immune to heat. The massive Goodyear Supercar 3R tires (305/30R-19 in front and 325/30R-19 in back) held up to repeated lapping sessions without much feathering or unusual wear, and the brake pedal stayed hard despite having to haul the Camaro down from 125-plus about once every 45 seconds.

On the racetrack, the benefits of the aero package are obvious. This is a car that uses its very wide front tires to the maximum possible advantage, steering in with the slop-free confidence we remember from the Z/28. Credit a lack of rubber in the subframes and strut mounts, and credit the aero for making fast corners remarkably drama-free. When the ZL1 slides, it gives you plenty of warning before giving up grip first in the nose, then the tail, in a smooth, progressive manner. No supercharged ponycar has even been this trouble-free on corner exit. Set the driving mode to "Race" and enjoy smooth, consistent traction-controlled power the instant you roll on the throttle at mid-corner. Yes, you can overpower the system and make it hoon around, but that would be stu-

(Continued on page 8)



Blueberry Zucchini Bread



Prep
15 m

Cook
50 m

Ready In
1 h 45 m

Recipe By: Laura Moody

"Blueberries and zucchini baked up into delicious little summertime bread loaves!"

Ingredients

- | | |
|-----------------------------|------------------------------|
| 3 eggs, lightly beaten | 1 teaspoon salt |
| 1 cup vegetable oil | 1 teaspoon baking powder |
| 3 teaspoons vanilla extract | 1/4 teaspoon baking soda |
| 2 1/4 cups white sugar | 1 tablespoon ground cinnamon |
| 2 cups shredded zucchini | 1 pint fresh blueberries |
| 3 cups all-purpose flour | |

Directions

- 1 Preheat oven to 350 degrees F (175 degrees C). Lightly grease 4 mini-loaf pans.
- 2 In a large bowl, beat together the eggs, oil, vanilla, and sugar. Fold in the zucchini. Beat in the flour, salt, baking powder, baking soda, and cinnamon. Gently fold in the blueberries. Transfer to the prepared mini-loaf pans.
- 3 Bake 50 minutes in the preheated oven, or until a knife inserted in the center of a loaf comes out clean. Cool 20 minutes in pans, then turn out onto wire racks to cool completely.

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More Questions than answers-[Hagerty's] Top 5 Muscles Cars

What is the greatest muscle car of all time?

Geez, that seemed like such a straightforward question when we asked it on Facebook. We quickly learned that it isn't.

First you have to decide: what is the difference between a muscle car and a pony car? Some think there is a fool-proof definition for each, or that the terms are interchangeable. Some also are of the opinion that once a pony car (like the Ford Mustang), always a pony car, which means that every version that followed – even the 1968 Shelby Mustang GT500, for instance – isn't a muscle car. And since the Chevrolet Camaro debuted as a pony car created to compete with the Mustang, then it too will forever remain a pony car, right?

The world can't even agree which vehicle was the first muscle car. Many point to the 1949 Oldsmobile Rocket 88. But wasn't the 1956 Studebaker Golden Hawk also a muscle car? The 1961 Chevrolet Impala? What about the '63 Plymouth Savoy with a 413 Max Wedge? So why do many people point to the 1964 Pontiac Tempest with GTO package – the first Goat – as the start of the muscle car era? The sound you just heard was our collective head exploding. But we must trudge on. Taking all of the questions, theories and debates into account, here are our Top 5 Muscle Cars of All Time. At least, these are

the muscle cars that we like best today. Unless all pony cars are muscle cars, or all muscle cars are pony cars. Pass the Excedrin.

1970 Chevrolet Chevelle SS 454 – We've heard it over and over. We've even said it ourselves: The 1970 Chevrolet Chevelle SS 454 "is the apex of American muscle." The car's LS6 V-8 engine cranked out an impressive 450 horses, and its attractive swept-back roofline made it look fast even when it was standing still. (We also love two other A-body muscle cars,



the Buick GSX and Oldsmobile 442 W30.)

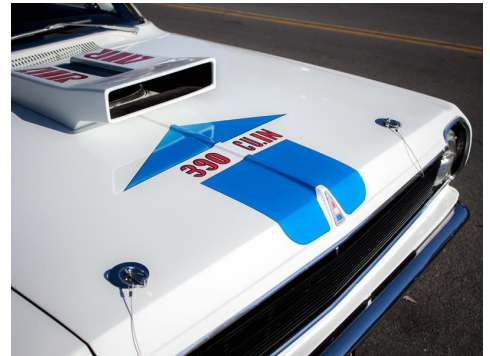
1964 Pontiac GTO – We went with the '64 based on its historical significance, but could have easily picked the



1967 GTO, which marked the first full model year of the Ram Air through a functional hood

scoop on the GTO, or The Judge. *Car and Driver* Editor in Chief Eddie Alterman once called the '64 GTO "the original, a seedpod containing the soon-to-bloom outlaw spirit of the muscle car." Good enough for us.

1969 AMC Hurst SC/Rambler – Not only did the SC/Rambler look like an American muscle car (covered in red, white and blue), it could really get up and



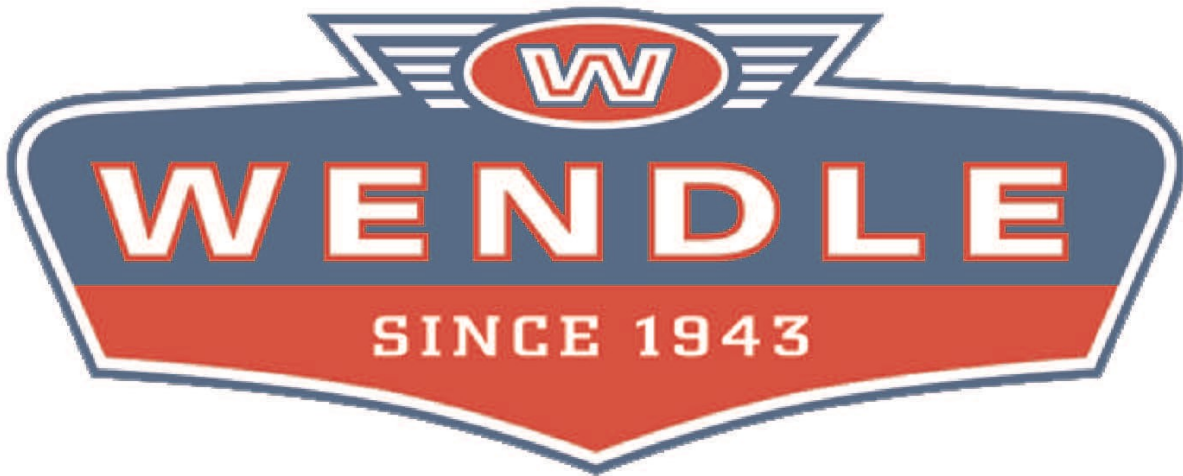
go, thanks to its 315-hp 390-cid four-barrel V-8.

1968 Plymouth Road Runner – So many Mopars to choose from, and so many deserving, like the Plymouth Barracuda and Belvedere GTX and the Dodge Charger and Super Bee. But we went with the Road Runner and its 425-hp Hemi V-8. No losers here, only winners.

1970 Mercury Cyclone Spoiler – Surprise! It's true, you rarely (ever?) see this one mentioned among other great muscle cars, but we're going for it. The Spoiler carried Ford's largest-displacement performance engine, the 370-hp, 429-cid Cobra Jet. And we love that styling.

<https://www.hagerty.com/articles-videos/articles/2016/04/29/top-muscle-cars>

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pid and this is not a car for stupid people. This is a precision tool for drivers with the experience to handle substantial amounts of power and grip wisely.

Through NCM's famous "Deception" turn-and-curb combination, the Camaro simply swallows the entry curb, letting the chassis four-wheel drift out to catch the exit chiclets at precisely the right point. It's a tangible lesson in the advantages provided by high-quality suspension, and it differentiates the ZL1 1LE from less serious track cars such as, oh, I don't know, pretty much all the current BMW M-things out there.

Driving this big-hearted Chevy reminds me of my best days be-

hind the wheel of race-prepped ponycars like the ones that run in NASA's American Iron series. Like this ZL1, those cars use sophisticated brake and damping upgrades to turn sleepy street Camaros into track-focused terrors. Also like the ZL1, there's still plenty of evidence left that they started out as mass-market two-door sedans with severe cost and materials compromises.

That's why you'll find some pretty cheap trip and materials inside this \$70,000 car. And it's why all of the annoyances of airport-rental Camaros, from the miniature windows to the weird reverse-angle infotainment screen to the Miata-grade trunk space, are still present and accounted for. If it bothers you, feel free to spend your 70 grand on a Porsche or

a Bimmer or an Audi. Just don't expect to ever come close to the ZL1 around a racetrack - and don't expect to experience the kind of childlike joy you'd get from stirring the stout gearbox and booting the 650-horse V8 down NCM's back straight. This is a Camaro to earn the respect of the most snobbish Euro-centric track rat. Was it good enough to beat out a McLaren, a Lamborghini, and seven other brilliant automobiles for the PCOTY crown? Stay tuned to find out.



<http://www.roadandtrack.com/new-cars/road-tests/a13082703/camaro-zl1-1le-pcoty-preview/>