



Sponsored by AutoNation Chevrolet and Wendle Ford

# Gent's Journal

Volume 8 Issue 4

April 2018



## PARTICIPATION

Well it has finally arrived spring has sprung, time for us to bring our babies out of hibernation.

The Spokane speed & custom show is back to kick off the season. It was great success last year that's why it's back again.

There are many things that can make any event a great success, but the most important thing that every event needs is Participation .

A event can't be successful without it. Just like anything we do how much we put into something determines what we get out it. So with spring here I would like to encourage everyone to get involved. Bring new ideas to the meetings, lets plan some small weeknight events, visit other clubs events. Lets really work together this year and make this one of the Gent's best season ever. All it will take

is a little more PARTICIPATION, I look forward to spending time with all fellow Gent's this season. I want to thank all of you for your time let's have a great season

~Steve Williams



## SHORT NOTE AND INVITATION

April 4, 2015 was one of the happiest days of my life as I married Skip. Many of you shared in that happiness with us – thank you.

Today, I choose to honor our life together by celebrating happiness, friendship, and love. I do this in two ways.

At 9:00am on the first Saturday of every month, friends have gathered with me for breakfast . The location this month is IHOP on North Division. The more the merrier – I'd be honored if you joined us.

Also, this Saturday, April 7, I'm going out to The Roadhouse (20 N Raymond Ave, Spokane Valley) at 7pm for country swing dance lessons then just music and dancing. Please come help me celebrate life!



### 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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# MARCH MEETING MINUTES

**Call to Order:** 6:00

**Pledge of Allegiance:** led by Steve Williams

**Visitors:** none

**Prospective Members:** Mike Pringle's 2<sup>nd</sup> meeting

**Reading of Minutes:** accepted as printed

**Reading of Correspondence:** none

**Report from Treasurer:** Report given and accepted

**Report of Committees:**

INCCC: Notes from the most recent INCCC meeting are emailed. Please see an officer if you need a copy.

**Old Business:**

Sign-up sheets are available at the meetings for our car shows – including the Spokane Speed and Custom Show.

2018 summer picnic is set for September 9. Dick Ripley to see if Sammy Eubanks will attend.

The centerfold shot for the club 2019 calendar will be on July 15. Location is Mukogawa. Time of day to be determined.

The Thrifty Car Show is no June 9<sup>th</sup>. We are being asked to participate as a club. Proceeds to benefit Team St. Lukes. Club voted to sponsor the show (\$100).

Contracts for the 2019 calendar are being completed.

**New Business:**

Bill Keener brought in travel mugs with Gents logo as a suggestion for club merchandise. Steve Williams will find out cost information.

Interested in promotion of Raceway Park? Come to the April meeting to find out more.

Big Trophy Committee will consist of Rick Sawyer, Kim Taasevigen, and Rick Murray.

Toby's BBQ has agreed to serve food at the AutoNation Show.

5 Mile Heights Pizza is closing down. Please join us for the last lunch on April 26.

**Next Meetings:** April 4, 6pm, Eagles Aerie 2

**Meeting Adjourned:** 6:57pm



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



## Notable Dates

- April 4 — Regular monthly meeting
- April 7—breakfast at IHOP
- April 13-15—Spokane Speed and Custom Show
- May 12—AutoNation Car Show
- June 17—Wendle Ford Car Show
- July 13—Collector Car Appreciation Day
- July 14—Inside & Out Carwash Show
- July 28—Eagles Car Show
- Aug 17—Good Guys Car Show
- Sept 7—Spokane Interstate Fair day

Sept 8—Dukes' Drags

Sept 9—Gents' Picnic

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## Rare Find: 1970 Oldsmobile Cutlass S W-31 Hides in Original Owner's Garage for 34 Years

"I was shocked when I saw it," Jimmy McKeague said. The "it" was a 1970 Oldsmobile Cutlass S Holiday Coupe with the W-31 option.



A W-31 is not the same as a big-block W-30, but it's still a real W-Machine with a fiberglass hood with functional ram air feeding a 325hp 350 purposely built by Oldsmobile for enthusiasts. These cars are very rare and attract owners with erudite knowledge of Oldsmobile muscle. Dabblers or flippers in the muscle car hobby would likely mistake the unique W-31 350 as a common GM V-8 fitted with a four-barrel.

Jimmy is a mile deep in knowledge and an inch wide in focus. That's why, in 2013, he noticed a post on the

classicoldsmobile.com forum from Andy Wenz of Cleveland. Andy was asking for information about how to fix the harmonic balancer on the 350 in his 1970 Cutlass, a detail Jimmy recognized as "a rare part that only came on the W-31 cars."

Jimmy, already a W-31 owner, informed Andy that his 1970 Oldsmobile was a W-31. At first Andy considered selling. Later he decided to hold on to the car, which his father ordered new in 1970.

The two kept in contact, and in January 2018, Jimmy made an appointment to look at the Oldsmobile. His intentions were not focused on a purchase, as the car was still not for sale. Jimmy wanted to finally see the rare Oldsmobile in person, at which time he could "help educate Andy on what he had."



When Jimmy arrived at Andy's garage, instead of walking directly to look under the sheet covering the car, he made a beeline for a washing machine covered with car parts and paperwork.

"Unless you have a paper trail, it's next to impossible to say this is a true W-31 factory car," he says.

That's when he found himself immersed in a W-31 time capsule in this rural Ohio garage. Andy's father, John, bought this W-31 brand new, then parked it in his house—this house—in 1984. When John sold the house to Andy, the Oldsmobile went with the deal. But what, exactly, was this car other than a Cutlass S two-door hardtop with a 350 under the striped hood?

Jimmy was astounded to find an old color print that John's mother had taken at the dealership where she picked up the car brand new. It was in a pile of paperwork that included the original title, Protect-O-Plate, broadcast card, dealer invoice, and receipts from the 1970s when the motor was rebuilt.

(Continued on page 8)



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say the ta-tas  
KEEP IT CLEAN

In the Spring, I have counted 136 different kinds of weather  
inside of 24 hours. ~Mark Twain



## Passover Apple Cake



Prep  
20 m

Cook  
45 m

Ready In  
1 h 5 m

*Recipe By:* Shelley Ross

"My mother, Faye Grant, has been making this apple cake for her Seders for years. It's the best apple cake you'll ever taste!!"

### Ingredients

- |                       |   |
|-----------------------|---|
| 2 eggs                | 1 teaspoon ground cinnamon                |
| 1 cup vegetable oil   | 8 large apples - peeled, cored and sliced |
| 1 cup white sugar     | 1/2 cup brown sugar                       |
| 1 1/2 cups matzo meal | 1 teaspoon ground cinnamon                |
| 1/2 cup potato starch | 1/2 teaspoon ground nutmeg                |

### Directions

- 1 Preheat oven to 350 degrees F (175 degrees C and grease a 9x13 inch glass baking dish.
- 2 Combine eggs, oil and sugar in large bowl with electric mixer. Stir in matzo meal, potato starch and 1 teaspoon cinnamon.
- 3 In a separate bowl, toss apples with brown sugar, 1 teaspoon cinnamon and nutmeg.
- 4 Layer half of the dough into the prepared 9x13 inch dish. Pour the apples into the dish then pat remaining dough over the apples. Sprinkle with some brown sugar, if desired.
- 5 Bake in a preheated 350 degrees F (175 degrees C) oven for 45 minutes.

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WHITE STAR AUTO CLUB  
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1968

Burchett  
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1968  
Dean and Barb Garvey at a Gents' Function

Steve Wohl's Chevelle  
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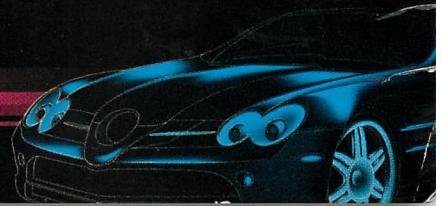


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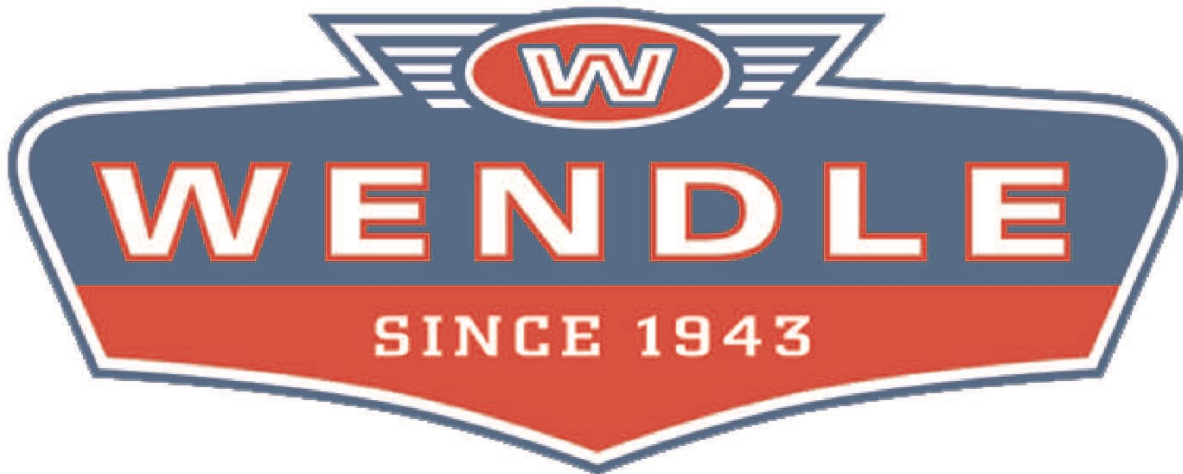
Please contact me if you have any questions, comments, or concerns.

~Tawnia Littell

509-251-2546 or [watchingstars1@msn.com](mailto:watchingstars1@msn.com)

*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 writers and photographers.*

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# EPA to reject Obama fuel efficiency standards early next week

## Scott Pruitt will declare the rules 'not appropriate' but won't announce replacement

NEW YORK (Reuters) - The U.S. Environmental Protection Agency is expected to use a Chevrolet dealership in suburban Washington on Tuesday as the setting to tout its rejection of the Obama administration's landmark vehicle fuel efficiency rules, a move that could put automakers in the middle of a battle between the Trump administration and California. EPA Administrator Scott Pruitt will be joined by groups representing dealers and automakers, according to people familiar with the plans, and will sign a declaration by Sunday that the Obama administration's vehicle efficiency rules for 2022 through 2025 are "not appropriate" and must be revised, Reuters reported last week.

The state of California, which has the power to effectively create its own fuel economy standards, several allied states and environmental groups are gearing up for a legal and political fight over the rules, aimed at curbing greenhouse gas emissions from new cars and trucks. California Air Resources Board chair Mary Nichols said in January the board does not believe the standards should be lowered. Pruitt was in California earlier this week, but did not meet with Nichols. Two administration officials and several automakers told Reuters the timing of proposing specific revisions to existing fuel economy standards and emissions limits remains in flux. EPA officials suggested a detailed proposal could come in late May or June, while the Transporta-

tion Department is pushing for a speedier proposal, automakers and officials said. The EPA declined Thursday to comment on Pruitt's plans. An EPA spokeswoman said last week "a final determination will be signed by April 1." Automakers want rule changes to address lower gasoline prices and a shift in U.S. consumer preferences to larger, less fuel-efficient vehicles. Auto industry executives have not publicly sought specific reductions in the requirements negotiated with the Obama administration in 2011. But they have urged Pruitt and U.S. President Donald Trump to revise the Obama standards to make it easier and less costly to meet complex targets, which vary depending on the size of vehicles and whether they are classified as cars or trucks.

Overall, the Obama rules called for roughly doubling by 2025 to about 50 miles (80 km) per gallon the average fuel efficiency of new vehicles sold in the United States. But the Obama rules included a review by April 2018 as to whether the final years were feasible or not. By declaring the Obama rules "not appropriate," the Trump administration can reopen the process of setting vehicle targets agreed to by automakers in 2011. Pruitt is expected to declare that the existing 2022-2025 model year rules on fuel economy must be revised but he is not expected to immediately propose new requirements, people familiar with the plans said. They asked not to be

identified because they were not authorized to speak to the news media. The so-called Corporate Average Fuel Economy rules sought to double the average fuel efficiency of automakers' fleets, or complete lineup of cars and light trucks, to about 50 miles (80 km) per gallon by 2025.

While automakers want relief from the Obama rules, they are pressing the administration to avoid a battle with California and maintain a single, nationwide set of fuel efficiency requirements. In New York, Toyota North America Chief Executive Jim Lentz said at an Reuters event on Thursday that automakers would face higher costs if they had to manage fuel economy by each individual state.

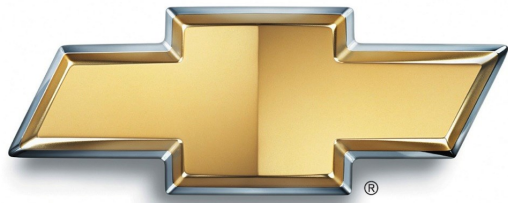
Lentz said individual state emissions requirements could result in Toyota getting "towards the end of the year and I no longer can sell SUVs," depending on the state's fuel economy numbers. "It would be an absolute nightmare for us to figure out."

When fuel rules were written in 2011 amid high gas prices, fuel efficiency was the second highest attribute considered by Toyota buyers, Lentz said. Today it is 10th. (Reporting by David Shepardson in New York. Additional reporting by Nick Carey in New York; Editing by Tom Brown) (~article dated 3/31/18)

<https://www.autoblog.com/2018/03/31/epa-reject-obama-fuel-efficiency-standards/>

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*(Continued from page 4)*

As the Olds' story started to unfold, it became more about the family's history than just a car collector's dream W-Machine. "History really makes these cars become that much more interesting," Jimmy says.

Oldsmobile built the W-31 as "somewhat of an insurance-beater," or a "junior supercar" with engine parts "hand-picked" for a "blueprinted" build, he says.

"A lot of people will tell you back in the day this car, with the 3.91 stock rearend, would keep up with the W-30 at the track. It's no slouch, and a W-31 has run 12.80 quarter-miles at the Pure Stock Drags with a ridiculously low gear of 4.66. It is a small-block screamer. That's part of how they advertised it."

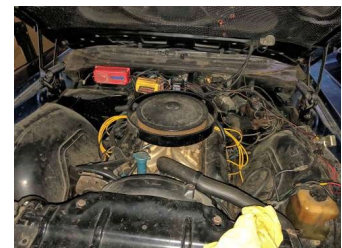
Andy's father was in the military in Rhode Island when this car arrived, and thus his mom picked it up new. John had a tri-power 1966 Olds 4-4-2 stolen, so he got this W-31 in a less flashy package.

Pulling off the sheet revealed a Twilight Blue W-31 that Jimmy marveled was "original and hadn't been touched in years," right down to the original Goodyear Polyglas tires on stock rims. He couldn't resist asking if Andy was interested in selling, and was surprised when Andy said yes.

The W-31 was filled with day-two parts, such as a vintage MSD box, an ACCEL Super Coil, headers, a high-stall converter, red airbags in the springs, a Sun Tach, and gauge pod. The one major detraction from the car was a missing carburetor that Jimmy says is "probably the hardest

W-31 part to find." The Rochester Quadrajet, PN 7040255 and specific to the W-31 automatic and manual transmission cars, is very valuable. As a longtime collector, though, Jimmy had a spare "255" carburetor.

Realizing that Jimmy was the right person to restore and save its history, Andy sold the W-31 to him.



<https://www.msn.com/en-us/autos/classic-cars/rare-find-1970-oldsmobile-cutlass-s-w-31-hides-in-original-owner%E2%80%99s-garage-for-34-years/ar-AAvisbZ>