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Gent's Journal

Volume 8 Issue 8

August 2018

August

NEW CAR—TAWNIA LITTELL



That being said, I would like to introduce you to RT, a stock, 1957 Chevy Bel Air. She is a beautiful, tropical turquoise, two-door hard top with manual transmission.

The car that joined me in membership to the Gents Auto Club in 2011 was my 1956 Chevy 210, affectionately dubbed Baby. Her restoration is progressing but not as fast as I'd hoped. Many thanks and undying gratitude to those that have helped with her. She will remain my "under construction" club car.



I have recently commandeered this vehicle as she is too beautiful to hide in the garage. She deserves to be driven and seen by others.

Thankfully, Archie didn't argue too much. He knows she should be seen and driven. After many promises of proper care and maintenance, as well as



the purchase of a new battery, he agreed.

Her first appearance at a club event will be the Honor Flight Show on the 28th.



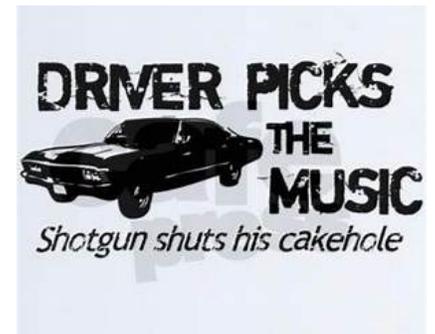
We look forward to seeing you there.

~Tawnia



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Steve Williams
- Secretary:
Tawnia Littell
- Treasurer
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- Sgt At Arms:
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- INCCC Rep:
Dean Carriveau



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Dream Big, Stay Positive, Work Hard
And Enjoy the Journey

JUNE MEETING MINUTES

Pledge of Allegiance: led by Steve Williams

Visitors:

Estelle to report on the Big Noise Show on July 14

Prospective Members:

Frank Romero, Milo Huber, Ken Fadeley

Reading of Minutes: accepted as printed in newsletter

Reading of Correspondence: none

Report from Treasurer: read and accepted

Report of Committees:

INCCC: Downtown Scholarship show information, raffle tickets being sold to have your picture in next year's INCCC Calendar of Events, other information in the INCCC newsletter

Old Business:

-Almost \$800 was given to Team St. Luke's from the Thrifty Car Show

-Photos for the personalized Gents business cards to be taken immediately following the calendar centerfold shoot on July 15. Contact person is Andy "Huckleberry" Terris.

-See Bruce or Dean to have your car's picture put on our website

-Dukes Poker Run was a success! Great fun was had by all

-Thank you again for those able to participate in the show at Willow Grove to commemorate Mr. Williams. The club voted to hold a show there each year.

New Business:

-Gents Christmas party to be held December 1, 2018 at the Eagles

-Honor Flight Show at the Eagles – details discussed. Signup sheets available

-Show to benefit SpokAnimal on July 21

-Suncrest Pizza Factory cruise night July 25th

-Pinehurst car show on August 4 – meet in Liberty Lake at 5:15am to travel in as a group. More information to come.

VOTE FOR NEW MEMBERS – congratulations Frank Romero, newest Gents member

Announcements:

Breakfast is served at the Eagles' every Sunday at 8am.

Lunch at Round Table Pizza every Thursday at 11:30am

Next Meetings: August 1st, 6pm

Meeting Adjourned: 7:25pm

Submitted by Gayle Milward



An advertisement for "Jeff's Custom Auto Detail". The background is blue with white text. The name "Jeff's" is written in a large, stylized font. Below it, "CUSTOM AUTO DETAIL" is written in a smaller font. To the right, "JEFF ROGERS OWNER" is written in a curved banner. In the center is a photograph of a classic blue coupe. At the bottom, the text reads "BUFFING*WAXING*INTERIORS*STEAM CLEANS & MORE" and "E 14 AUGUSTA * SPOKANE, WA * PHONE 509.325.9606".

Notable Dates

- August 1—regular monthly meeting
 - July 28—Eagles Car Show
 - Aug 17—Good Guys Car Show
 - Sept 7—Spokane Interstate Fair day
- Also:
- Weekly lunch on Thursdays at 11:30 at Roundtable Pizza in the 5 Mile Heights
 - Newsletter now due out on the 25th

Member Spotlight: Dave Noble

I joined the Gents a few years ago. I am amazed at how everyone is so nice. From the first time I came to a meeting I have felt right at home. I have had a bit of trouble with my 69 the past little bit. Danny Ray has been a big help always concerned about the progress and what's happening. Also, I want to thank Tom, Dean, and Andy for sitting with me on the side of the road recently.

Tom, Steve, Jason and all the board members are doing a great job leading our group. I had the pleasure of having dinner with Tom & Patty at the Black Diamond show even though it took an hour to get our food a great time was had by all. I just wanted to say thank you to all and how proud I am to be a Gents member.

Thanks again!



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

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Centerfold Preview
 courtesy Jason Williams

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5 rare and unusual muscle car options you've probably never heard of

Supply and demand—it's that pesky thing that affects the value of the cars you desire. Statistically, there's a very good chance that those cars you like are the very same ones others are after. If you're a regular Joe and are tired of being a few dollars short, it may make more sense to change up your hunt. Here are some interesting vehicles worthy of consideration that may make enjoyable substitutes for what the masses are chasing.

1968 Pontiac GTO with Endura-Delete



When the redesigned 1968 GTO hit the streets, it took Pontiac style to a new level with a pioneering monochromatic look unlike anything else in the market. Specifically, the front bumper was made from a malleable "Endura" polyurethane foam molded over a steel core, which became a GTO exclusive until 1970 (although Pontiac used it sparingly on select 1969 models). Starting in Decem-

ber 1967, Pontiac made the Tempest/LeMans chrome nose and grille available as a delete option (code 674) for the GTO (with hidden headlights unavailable as an option). There's some debate whether the mid-year option was due to the Endura schnoz being too much for some, but for racers the chrome bumper was lighter and scored you a \$26.33 credit to boot. Out of 87,684 GTOs built in 1968, only 2108 GTO had option code 674.

1970 Plymouth Barracuda with Quarter-Panel Scoop



Truth be told, no 1970 Plymouth E-body is cheap, but the base Barracuda is cheaper than the performance 'Cuda variant. If you find one with option code M46, you'll have something that actually looks racier than any 'Cuda out there. The equipment included with this obscure option is somewhat up for debate because no factory images exist aside of the Plymouth shop manual, but the im-

portant stuff included a Elastomeric rear quarter-panel air scoop in front of the rear wheels, matte black lower-body trim with white and red pinstripes, rear-panel black-out (similar to the 'Cuda's) complemented with chrome trim from the Gran Coupe, and blacked-out valence front and rear. Per Chrysler's U.S. records, fewer than 450 were built, with many losing their identity over time, so check those fender tags when you're hunting.

1970 Ford XL with Dualtone Paint



Ford's XL first appeared in 1962 as the sporty and luxurious Galaxie 500/XL with bucket seats and console. For its 1970 swan song, the four-speed was gone, but nonetheless the XL gave its all with the Dualtone appearance package. This gave the XL a contemporary custom look, thanks to a contrasting color along the beltline, front fender tops, and hood. A number of color combinations were

(Continued on page 5)

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(Continued from page 4)

available, with Ford using Candy Apple Red with Raven Black and Yellow with Ginger in promotional material. XLs are easy to find because 33599 SportsRoof and convertible models were built, but only around 2700 featured Dualtone paint. Find one with the 429/360 and it's the last of the big, fast Fords.

1972 Plymouth Satellite Coupe with V21/V25 Hood/Deck Stripes



The redesigned 1971 Satellite coupe brought "Fuselage" style to Plymouth's B-body line. Perhaps the sleekest of the mid-size cars produced that year, the

Satellite received only marginal styling changes for 1972, including a new tail-light treatment. The Road Runner featured several new stripe packages, including optional twin flat-black hood/rear deck stripes (codes V21 and V25) that were only available when the Air Grabber hood was specified. Interestingly, thanks to a flat hood that shared the same contours with the ram air hood, the base Satellite, Sebring, and Sebring-Plus trim levels also could be equipped with the stripes. Like the Barracuda above, this was a cool option that could make a car look racy even though it may have a tepid V-8 under the hood.

1972 Buick Skylark Sun Coupe



Buick offered a Skylark Custom convertible in 1972 for the sun crowd, but another sunny experience was available with the specially trimmed Sun Coupe package for the Skylark 350 hardtop. American Sunroof Corporation handled the chopping duties, which also included a vinyl folding sunroof available in white, black, sandalwood, tan, brown, or green. Unique to the Sun Coupe was a special carpet available in bright gold or bright red, although black or sandalwood carpet could also be chosen. Gold sail panel nameplates showed this wasn't just another Skylark. Buick's records of Sun Coupe production is sketchy, but documents show at least 1127 and no more than 3943 being built. It is known that six GSs were special-ordered with the Sun Coupe package.

<https://www.msn.com/en-us/autos/enthusiasts/5-rare-and-unusual-muscle-car-options-youve-probably-never-heard-of/AAA2nZr#page=5>

1935 Duesenberg SSJ owned by Gary Cooper could sell for over \$10 million

The Pebble Beach auctions bring the out some of the best and rarest cars in the world, and this 1935 Duesenberg SSJ certainly fits both of those descriptors. The car was one of only two of its kind built by the Indiana car company, and both went to some of the greatest movie stars of the era. One went to Clark Gable, and this one went to Gary Cooper.

There are a number of features that distinguish the SSJ from other Duesenberg models. It had a shorter wheelbase than the J and SJ, and it also featured a supercharged straight-eight with double overhead cams. Remember, this was 1935

when Ford had only recently started offering flathead pushrod V8s. It is worth noting that Duesenberg wasn't the only company messing with twin-cam engines at the time. For example, another Indiana-based car company, Stutz, had developed its own twin-cam straight-eight, and that one even boasted four valves per cylinder. Still, the Duesenberg was a seriously impressive machine. Gooding and Company notes the engine produced about 400 horsepower and could propel the convertible to a speed of 140 mph.

As it turns out, Gary Cooper wasn't the only famous owner of this particular

Duesenberg. The auction company reports that the car was also owned by Briggs Cunningham at one point. Cunningham was a well-known racing driver who helped campaign Corvettes at Le Mans and also developed some sports cars of his own.

Considering the car's rarity, performance, beauty and all-star history, it should come as no surprise that Gooding and Company expects it to go for a lot of money. The estimate for the car is over \$10 million. While that's still pretty low compared with some of the rarest Ferraris, that would put it in range of the most expensive American cars ever sold.

<https://www.autoblog.com/2018/07/16/1935-duesenberg-ssj-gary-cooper-auction-gooding/>

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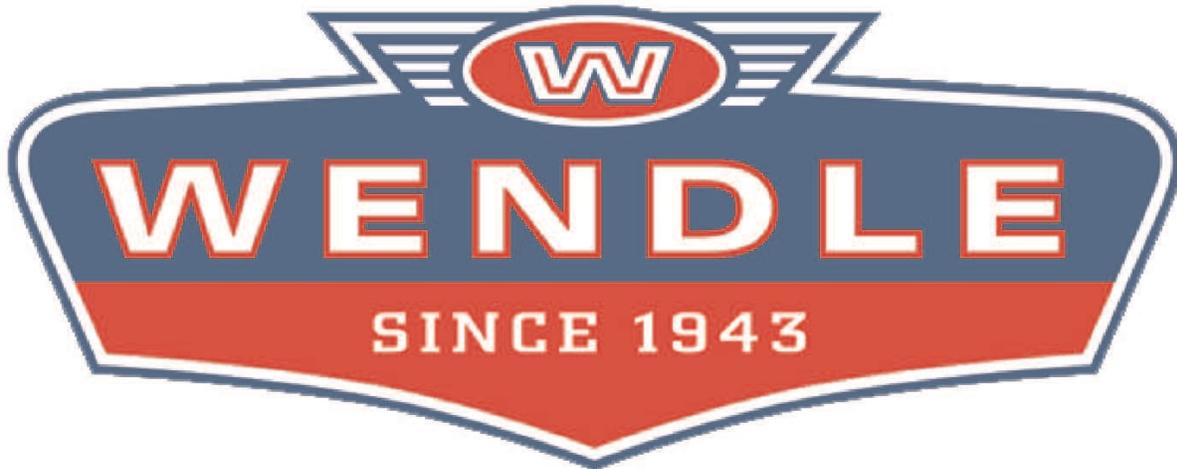
Please contact me if you have any questions, comments, or concerns.

~Tawnia Littell

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Chickpea Curry



Prep
10 m

Cook
30 m

Ready In
40 m

Recipe By: AMINAH A. RAHMAN

"We usually recommend preparing the beans at home, but using canned chickpeas allows for a fast, convenient dish."

Ingredients

2 tablespoons vegetable oil	1 teaspoon ground coriander
2 onions, minced	salt
2 cloves garlic, minced	1 teaspoon cayenne pepper
2 teaspoons fresh ginger root, finely chopped	1 teaspoon ground turmeric
6 whole cloves	2 (15 ounce) cans garbanzo beans
2 (2 inch) sticks cinnamon, crushed	1 cup chopped fresh cilantro
1 teaspoon ground cumin	

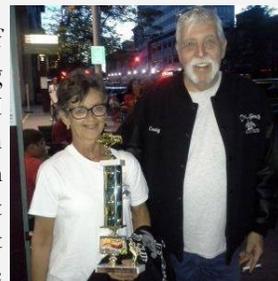
Directions

- 1 Heat oil in a large frying pan over medium heat, and fry onions until tender.
- 2 Stir in garlic, ginger, cloves, cinnamon, cumin, coriander, salt, cayenne, and turmeric. Cook for 1 minute over medium heat, stirring constantly. Mix in garbanzo beans and their liquid. Continue to cook and stir until all ingredients are well blended and heated through. Remove from heat. Stir in cilantro just before serving, reserving 1 tablespoon for garnish.

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Printed From Allrecipes.com 7/16/2018

Member Spotlight—Jan Copher

As most of you in the club know I like to hug. Now I'm going to tell you why. Most of my life I was shy and quiet (I know that comes as a surprise) and not good at making friends. We were driving truck when I got cancer, so Craig stayed on the road and I moved in with my daughter's family. My little circle of friends had all kind of moved on with their lives and I found myself pretty much alone most of the time. I made a deal with God. If I survived the cancer I vowed to gather as many hugs a day as I could and make at least one person laugh. I know I succeed at that most of the time. The result has been that now I have my car club family, and I have a family of pool players who mostly call me momma. It takes me 10 or 15 minutes every where we go to collect my hugs and I love them. So, I am urging you all to never be afraid to put yourself out there to other people, it will only enrich your life. Rest assured I will always have a hug for you so don't hesitate to give me yours, and because I kind of have a crazy life I will always have something funny to tell you. Love you all guys!! You are awesome!!



Take it easy driving. The life you save may be mine.

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a car can either be a love
or horror story



you just have to wrap your hands
around the right one