

Gent's Journal

Volume 9 Issue 1

January 2019



JANUARY 2019

And just like that, 2019 is upon us! One more year before the next Roaring 20's! OH! Wouldn't that be a fun photo shoot? Something to think about next year, I guess. One year at a time, right?

We have a lot in the works for 2019. It's going to be another phenomenal year with this fantastic car club!

Speaking of things to do—have you got your tickets to the INCCC Show No Shine yet? I'm actually going this year—this is my first time. I even have a friend that's going to do my hair and makeup in Rock A Billy/Pinup style! Now I have to find a shirt to wear...

What else is going on? Well, the Spokane Speed and Custom

Show seems to be our unofficial start to car show season. The dates for that this year are April 12-14th. We have been discussing our club display, so please come to the next meeting. You don't want to miss this.

Our shows for the season include AutoNation Chevrolet (May 11th), Wendle Ford (June 16th), Inside & Out Car Wash (July 13), and Honor Flight (July 27th). These shows and dates are also included on the calendar on page 3.

All members are encouraged to participate and help with our shows. Set up begins early, and we almost always have donuts (Thanks Bruce!). I ask only that you leave me at least one apple fritter! I may

have a way to provide fresh coffee on these mornings, if there is enough interest.

Not only is everyone encouraged to participate in our shows, you are welcome to submit articles for this fine newsletter. Shoot me an email or bring me something at a meeting. This can be an article you have written OR an article you found online. Share the work you've done on your car, tell us why you joined the Gents. What articles online do you find interesting? We'll make it work.

Please check us out online! We can be found on [Facebook](#), [Instagram](#), and our website, [TheGentsAutoClub.com](#).

Happy New Year to all!

~Tawnia

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:
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DUES ARE DUE

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NOVEMBER MEETING MINUTES

Call to Order: 5:59

Pledge of Allegiance: led by Steve Williams

Prospective Members:

Casey Jones (3rd, sponsor Ken Fadeley)

Jim Earls court (3rd, sponsor Steve Williams)

Bob & Jackie Rothwell (1st, sponsor Rick Milwood)

Reading of Minutes: accepted as printed in newsletter

Reading of Correspondence: none

Report from Treasurer: given and accepted

Report of Committees:

INCCC: Annual Show No Shine is February 23rd – this year's theme is Rockabilly. Also, the INCCC needs volunteers to help with the Calendar of Events and the downtown scholarship show. Not an overwhelming commitment and no experience needed. Come to the next INCCC meeting for more information.

Old Business:

If you want a personalized Gents Auto Club business card (calling card), please see Tom or Deke Cloyd.

The 2019 Gents Picnic will be open to members and selected personal guests. The location will be Jerry Oswald's home. Up to 50 cars can be accommodated. This will not be the location for the next calendar centerfold shoot. This will be discussed at the meeting in March, after the INCCC CoE is distributed.

All calendar sponsors have received their calendars, thanks to Andy Terris. Ten out of 12 sponsors renewed for the next year. One of our new sponsors is "Bigfoot Pub & Eatery" owned by John and Shada Stratt (also, thank you Andy).

Dean Carriveau's video's have been shared on social media. Brian Anderson has asked Dean if he would take pictures and put together a video during the Speed and Custom Show in April.

Speaking of the Spokane Speed and Custom Show – more discussion ensued regarding the club display. In January, a committee will be chosen to work on this.

New Business:

2018 Christmas dinner is in the books. Next year's dinner will be December 7th, by vote of the club.

A question was presented to the club regarding out-of-state memberships. Will the club allow an out-of-state resident (specifically, not within the greater Spokane, north Idaho areas) to become a member? A change would have to be made to the by-laws. In January, a committee will be formed to determine how to handle this matter. They will also consider definitions of Honorary Member, and Associate Member.

VOTE FOR NEW MEMBERS – congratulations to Casey and Jim, our newest Gents members!

Announcements—DUES are \$50 for the year. See Don Rogers.

Next Meetings: January 9th, 6pm, at the Eagles

Meeting Adjourned: 7:05 pm



TIME TO PAY YOUR DUES!

SEE DON ROGERS AT THE NEXT MEETING.

Notable Dates

Volume 9 Issue 1

- January 9—regular monthly meeting
- February 23—INCCC Show No Shine
- April 12-14—Spokane Speed & Custom Show
- April 27—Guild School Penny Drive
- May 11—AutoNation Chevrolet Show
- June 16—Wendle Ford Show
- July 13—Inside & Out Car Show
- July 27—Honor Flight Show
- August 9-11—Good Guys Show
- September 6—Spokane Interstate Fair, Gents Day
- December 7—Christmas dinner
- Birthdays: Dean Carriveau (1/4), Gerry Ensminger (1/22)

Also:

- Weekly lunch on Thursdays at 11:30 at Roundtable Pizza in the 5 Mile Heights
- Newsletter now due out on or near the 25th
- PAY YOUR DUES



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

Meetings are held on the last Tuesday of each month at Timber Creek Buffet.

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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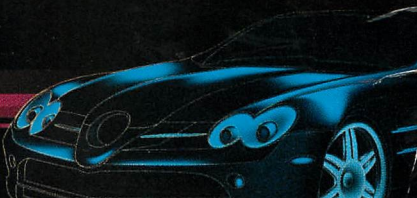
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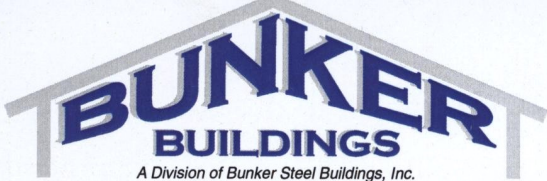
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1966 Barracuda Formula S: Plymouth's Opening Salvo in the Muscle Car Wars

Chrysler didn't set the world on fire with the release of the sporty compact Barracuda on April 1, 1964. That blaze was ignited two weeks later with the premiere of Ford's iconic Mustang. However, Plymouth's work was not in vain, as its ponycar entry would one day morph into one of the hottest rides ever to hit the road during the heyday of Detroit's muscle car wars.



Plymouth built the fresh "new for '64" fastback on the shoulders of its Valiant compact, which paralleled the same formula Ford followed by creating the Mustang on the established Falcon platform. There were overall aesthetic similarities between the two cars, but the main visual difference was the exceedingly ginormous greenhouse glass covering the Barracuda's foldable rear seats. It was both loved and hated by the masses; either way, it set the Mopar entry apart from pretty much any car on the market at the time.



Just like the Valiant, the Barracuda was offered with Chrysler's indestructible Slant-Six powerplant, along with the new-for-1964, LA-based 273 V-8. Mother Mopar gave the first-generation Barracuda all the goods it would need to compete with the Mustang on a performance level, but Plymouth soon found out that the Mustang would be the belle of the ball in Detroit for those first few years of production. Unfortunately for Plymouth, Barracuda production numbers were never more than a fraction of the number of Ponies being pumped out of Ford's assembly plants.

In 1965, Plymouth decided that the Barracuda needed a performance package of its own. The Formula S option was soon offered on the newbie compact. Overall, it was well received by consumers looking for a sporty ride with a kick where it counts.



By selecting this option, buyers received the 235hp Commando 273 V-8 powerplant, larger wheels and tires, suspension upgrades, and a tachometer; all of which helped make the Barracuda a performer out on the street, especially when paired with the A-833 four-speed transmission. The Barracuda went through a facelift in 1966, a new front clip and taillights giving the compact

a more chiseled look. However, the writing was on the wall for this fish, as Plymouth promised a total revamp of the Barracuda for 1967. Sales slumped greatly, though many felt that the 1966 version was the best-looking of the three years of the first-generation Barracuda.

The Formula S package was brought back in 1966, nearly identical to the previous year (other than a four-speed shifter change). The package sold well, with 5,316 cars being equipped with it out of the total of 38,029 Barracudas that rolled off the assembly line. These little A-Bodies became a popular choice for professional road course racers looking for a car that could compete when both power and agility were needed.



A Fish TailBack in the 1980s, Bill Marchese of Staten Island was traveling cross-country in his Ford Fairmont wagon when he had his first encounter with a Barracuda. You see, the big family truckster broke down, and he limped it into a nearby garage. Waiting for service, he spied a 1965 Formula S on the property. He had never seen one in person before and was intrigued with the standout Mopar. He asked the owner if it was for sale, and the reply was

(Continued on page 5)

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no.

"I didn't know much about the Barracuda back then; I thought it was some kind of special edition with all that glass back there," says Bill. He returned home to New York but never could get that Barracuda out of his mind. It would be years later when Bill would finally nail his own fish. Now retired, the former Corrections Captain was looking for a project car. He remembered the fish that got away and started looking for a similar ride to restore on his own. On a web search, he spotted a needy but complete 1966 Barracuda in nearby Pennsylvania. From the pictures the car looked to be in good shape, and was built up the way Bill would have done it himself. It even had the Formula S option, rowed by a four-speed and with creature comforts like air conditioning. Bill figured that's got to be a rare combination. After a brief negotiation, this Citron Gold fish was coming back to Staten Island for a makeover. Bill was happy that there were no surprises when it came to his new Mopar. The car was complete and in good overall shape, but it had been off the road since 1988 and not running at the time. In a matter of a few days in the garage, the car was back on track running well. As it was a

Southwest car originally, the body was in excellent shape, needing only minor work to get it up to snuff. Bill had it resprayed in the original color and added a black accent stripe, which was a dealer-installed option at the time. Legendary supplied the new interior. The car also came with some nice options. "It has front disc brakes, console, and Sure Grip rear, along with the tinted windshield," states Bill. One thing he did locate was a N.O.S. resonator out back, a hard piece to find these days. The car is believed to be driving on its original powertrain: engine, trans, rear, and even its original clutch. At 108,000 miles, it's just getting broken in!

Once out on the road, Bill loved the way the compact performed. He also loved the fact that he had a car that everybody didn't have. "I could take it out to big shows and be the only 1966 Barracuda around." But all good things must come to an end, and it did for Bill and the Barracuda. He put the car up for sale, and it was nabbed by car collector Mark Goldberg from Long Island, New York.

Mark, too, was taken by the vibrant color and sportiness of the Barracuda. In his extensive garage, it now shares space alongside one of his most cherished rides and a Mopar nemesis from days past, his 1965 Mustang.

Mark continues to keep the car on the road, taking Mopar's brilliant A-Body hot rod out on flogs around the community. This fish is right at home on the shores of Long Island.

At a Glance 1966 Barracuda Formula S

Owned by: Mark Goldberg

Restored by: Owner; Bill Marchese

Engine: 273ci/235hp Commando V-8

Transmission: A-833 four-speed manual

Rear end: 7 1/4-inch with 3.23 gears and Sure Grip

Interior: Black vinyl bucket seat

Wheels: 14x5.5 steel

Tires: 185/70R14 Goodyear Viva

Special parts: Airtemp A/C, console, Formula S package, tinted windshield



<https://www.msn.com/en-us/autos/classic-cars/1966-barracuda-formula-s-plymouth%E2%80%99s-opening-salvo-in-the-muscle-car-wars/ar-BBRhk6g#image=BBRhdws|43>

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

~Tawnia Littell

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M-F: 8:00AM-8:00PM

SAT: 8:00AM-7:00PM

SUN: 10:00AM-6:00PM

Slow Cooker Jambalaya

- 1 pound boneless, skinless chicken breast, cubed
 - 1 pound andouille sausage, sliced
 - 1 (28oz) can diced tomatoes with juice
 - 1 large onion, chopped
 - 1 large green bell pepper, chopped
 - 1 cup chopped celery
 - 1 cup chicken broth
 - 2 tsp dried oregano
 - 2 tsp dried parsley
 - 1 tsp cayenne pepper (adjust to taste)
 - 1/2 tsp dried thyme
 - 1 pound frozen shrimp
- 1) In a slow cooker, mix the chicken, sausage, tomatoes with juice, onion, green bell pepper, celery, and broth. Season with oregano, parsley, Cajun seasoning, cayenne pepper, and thyme.
 - 2) Cover, and cook 7 to 8 hours on Low, or 3 to 4 hours on High. Stir in the shrimp during the last 30 minutes of cook time.
 - 3) Serve alone or over your favorite rice

