

Gent's Journal

Volume 9 Issue 4

April 2019



APRIL

A BUSY SUMMER AHEAD

Are you ready for summer? Car show season is upon us and we have lots to do.

The Speed and Custom Show club display committee has been hard at work designing our display. Set up is scheduled on April 11th from noon to 2pm. We still need people to work at the booth during the show. A sign-up sheet will be available at the meeting.

We are also looking for show sponsors for the AutoNation Chevrolet and Wendle Ford shows. A group of members will be going to surrounding businesses requesting

donations and trophy sponsorships. Please consider being a part of this group. Alternatively, if you know a business willing to support our cause - do not hesitate to request a sponsorship. Come to the next meeting for more information on these shows.

The Honor Flight Show preparations are likewise coming along smoothly. Last year, we had 85 registered cars. There is a good chance we will have a few more this year. Huge thanks to Rehn & Associates for helping to purchase the full-page ad in the

INCCC Calendar of Events. We are seeking items for the raffle table. Between now and July first, new and slightly used raffle item donations will be accepted. (Please deliver to Tawnia or any member of the Eagles' Athletic Supporters).

Finally, there are a number of weekly cruises to local businesses. These times are simply social. Bring your cars and spend time socializing while supporting our sponsors. Check your INCCC Calendar of Events for a cruise night near you.

See ya at the meeting!

~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:**
Dean Carriveau



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LAST CHANCE TO PAY YOUR DUES.

MARCH MEETING MINUTES

March 6, 2019

Call to Order: 6:01

Pledge of Allegiance: led by Steve Williams

Visitors:

Ian Cubley, Dennis Morford, and Roy Mitchell

Prospective Members:

Ron Neibauer with a '65 Buick (sponsor Frank Romero) 3rd meeting

Reading of Minutes: approved as printed in the newsletter

Reading of Correspondence: none

Report from Treasurer: read and accepted

Report of Committees:

INCCC: (Dean Carriveau humbly accepted the Arnold Housley Award at the INCCC Show No Shine.) The annual banquet was a success. The Downtown Scholarship Show is on track and there is currently enough funding for 10 scholarships.

Spokane Speed and Custom Show: Theme will be Drive-In Movie Theater, complete with old movies, outdoor speakers, popcorn machine, etc. Stickers for kids will also be provided ("When I grow up, I want to be a Gent") The committee decided on the six cars for the display, with one alternate. Set up will begin on Thursday, April 11 at 9am. Next committee meeting to be determined. (~as of this printing, the next committee meeting is 3/25/19)

Weekend Cruise Committee: Dan Ray and Ken Fadely are working on dates. Contact them to be on the committee.

Visitor Dennis Morford:

We are encouraged to take part in the annual Collector Car Appreciation Day. This year's date is July 12, 2019. The INCCC is hosting a cruise from downtown to Lake Coeur d'Alene along historic US10 beginning at 6pm. Maps provided. More information to come in future newsletters.

Old Business:

Jason Williams has stickers, member cards, and cardholders.

Tawnia Littell has the new/prospective member folders.

The website is still up and running. Please see Dean C. to get you and your car on the site.

Club car shows and events listed. See calendar in newsletter for dates.

If you want Gents club business/calling cards, please contact Tom or Deke

Spokane Speed and Custom Show – judging will start from the beginning. All cars will need to have their hoods, trunks, and doors open, even if only a small degree. Judges need to view your whole car as well as the display. Jack Haley has excused himself from judging club displays. If the Gents win club display, any monetary award will be donated to charity (approved by club vote).

2019 Club Picnic will be held at Jerry Oswald's place. There is room for 50 cars. Dean C. will chair a committee to set a date. Please contact Dean to help decide a date.

Gents' license plate placards are in and for sale \$7 each. Only plaque cars are eligible to run these plates.

Nostalgia plaques are also available for \$25. A limited number are available and will not be re-ordered. These are for nostalgic/ memorial purposes only and not to be run on your car. If you want your polished, the cost is \$30 cash. See Tom for this.

Gonzaga Alumni Dinner is June 1st. Six to eight cars are needed. Theme is Bing Crosby era (30s to 50s). Please see Tom to sign up.

Two locations are being considered for the 2020 calendar centerfold photograph: Spokane Veterans' Memorial Arena or the Gonzaga campus. A decision will be made in the next couple months.

New Business:

Club is now purchasing apparel and trophies through Brunette's. This is simply a business decision.

We are seeking trophy sponsors for the Wendle Ford Show in June. Some members will be going around to businesses close to Wendle. The Big Foot Tavern will provide a Taco Bar for all who come to the show.

Club is considering Costco or Pizza Pipeline for lunch at the AutoNation Show.

Roy Mitchell spoke about an upcoming road rally to benefit Meals on Wheels. The rally will be held on July 13th. A valve cover race to benefit MoW will be on June 6th. If you have any valve covers to donate, please contact Roy. For more information, the website is www.spokaneroadrally.com. Roy also presented two prints for the club to raffle/auction for charity. One will go at the Speed and Custom Show and the other will go at the Honor Flight Show.

VOTE FOR NEW MEMBERS: Welcome to Ron Neibauer!

Announcements: Join club members at Round Table Pizza in the 5 Mile Shopping Center for lunch every Thursday at 11:30am. Don't forget to pay for your meals at the Eagles.

Please keep Bob Kivett in your thoughts and prayers.

Next Meetings: April 3rd, 6pm, at the Eagles

Meeting Adjourned: 7:15



Notable Dates

- April 3—regular monthly meeting
- April 12-14—Spokane Speed & Custom Show
- April 27—Guild School Penny Drive
- May 11—AutoNation Chevrolet Show
- June 16—Wendle Ford Show
- June 28—Willow Grove Car Show
- July 12—Collector Car Appreciation Day
- July 13—Inside & Out Car Show
- July 27—Honor Flight Show
- August 9-11—Good Guys Show
- August 17—Thrifty Auto/St. Luke's Show at the Spokane Valley Mall
- September 6—Spokane Interstate Fair, Gents Day
- September 15—INCCC All Club Picnic, Plantes Ferry Park
- December 7—Christmas dinner

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



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.

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Gerry Ensminger's new car



Gerry Ensminger would like to introduce you to the newest member of his "family" - a 1947 Ford Tudor. He got her this past January as a gift for his 70th birthday.

He is also seeking wheels for her.— Ford 15 5 on 5 1/2 steel wheels, center snap. If you can help him out or know of some for sale, give him a call. 509-276-3661.

Happy belated birthday, Gerry! We look forward to seeing you and the car in the near future.



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Current State Legislation

CONTACT LAWMAKER(S)

UPDATE: CALIFORNIA BILL TO REPEAL 2018 EXHAUST NOISE LAW PASSES TRANSPORTATION COMMITTEE

DON'T DELAY! Please contact the Assembly Committee on Appropriations to request support for AB 390—ask others to follow suit by spreading the word:

- AB 390 restores law enforcement's discretion to issue "fix-it" tickets for exhaust noise violations and broken mufflers.
- AB 390 does not change California's 95-decibel exhaust noise limits for motor vehicles.
- AB 390 restores clarity to the law for motorists and the companies that manufacture and install exhaust products.
- AB 390 recognizes that eliminating fix-it tickets for loud exhaust systems or broken mufflers is not in-line with recent legislative efforts to reduce the burden of traffic fines on low-income individuals.

Overview: Legislation (AB 390) has been introduced in California to repeal the section of a 2018 law (AB 1824) that amended how state law enforcement officials issue citations for exhaust noise violations and broken mufflers. Under the current law, a vehicle cited for violating exhaust noise laws no longer receives what is known as a "fix-it" ticket. Instead, violations now result in an immediate fine. AB 390 would re-institute law enforcement's discretion to issue "fix-it" tickets. The bill passed the Transportation Committee without opposition and will now be considered by the Assembly Committee on Appropriations.

More information: [Fact vs. Fiction: California's New Exhaust Noise Law](#)

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If you, as a business owning, dues paying Gents Auto Club member, would like to advertise in our newsletter, please get me a business card or graphic as soon as possible.

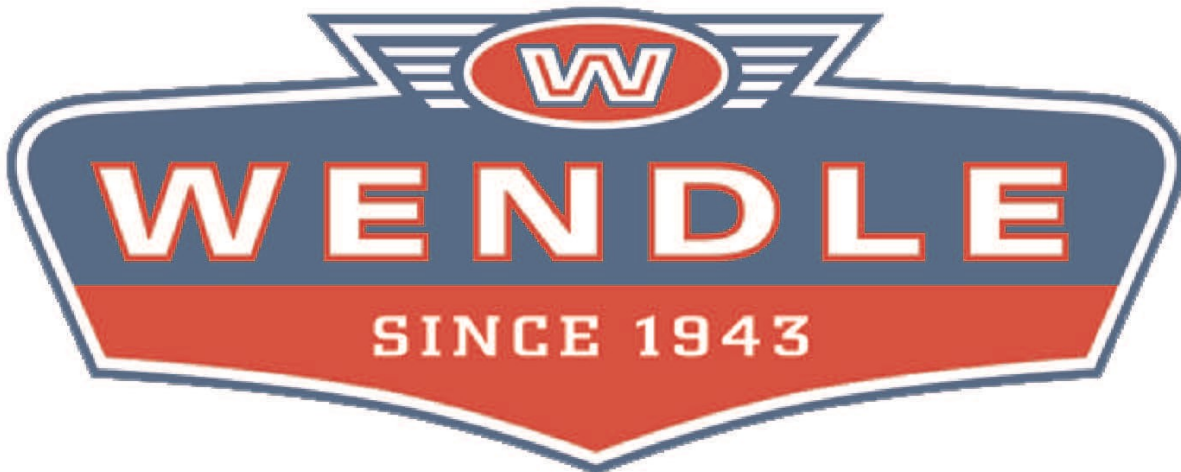
Please contact me if you have any questions, comments, or concerns.

~Tawnia Littell

509-251-2546 or

watchingstars1@msn.com

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Mandarin Chicken Pasta Salad



Prep
45 m

Cook
8 m

Ready In
53 m

Recipe By: KATRINP

"I had this at a party and couldn't get it off my mind. It's a fruity Asian chicken salad that even my family's picky eaters enjoy. I bake my own chicken for more flavor, which adds to the prep time, but pre-cooked or canned chicken will also work just fine."

Ingredients

1 teaspoon finely chopped, peeled fresh ginger	1/2 cucumber - scored, halved lengthwise, seeded, and sliced
1/3 cup rice vinegar	1/2 cup diced red bell pepper
1/4 cup orange juice	1/2 cup coarsely chopped red onion
1/4 cup vegetable oil	2 diced Roma tomatoes
1 teaspoon toasted sesame oil	1 carrot, shredded
1 (1 ounce) package dry onion soup mix	1 (6 ounce) bag fresh spinach
2 teaspoons white sugar	1 (11 ounce) can mandarin orange segments, drained
1 clove garlic, pressed	2 cups diced cooked chicken
1 (8 ounce) package bow tie (farfalle) pasta	1/2 cup sliced almonds, toasted

Directions

- 1 To make the dressing, whisk together the ginger root, rice vinegar, orange juice, vegetable oil, sesame oil, soup mix, sugar, and garlic until well blended. Cover, and refrigerate until needed.
- 2 Bring a large pot of lightly salted water to a boil. Add the bowtie pasta and cook for 8 to 10 minutes or until al dente; drain, and rinse under cold water. Place pasta in a large bowl.
- 3 To make the salad, toss the cucumber, bell pepper, onion, tomatoes, carrot, spinach, mandarin oranges, chicken, and almonds with the pasta. Pour the dressing over the salad mixture, and toss again to coat evenly. Serve immediately.

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

GONZAGA EXISTS

The auto industry barely survived the Great Recession. Now it faces its biggest hurdle yet



Ten years after the U.S. government saved automakers with a massive bailout, the industry is healthier than it has ever been. But automakers are facing a bigger challenge today than they did during the depths of the Great Recession.

"We are on the verge of a transformation of the industry we haven't seen since Henry Ford," said Michelle Krebs, senior analyst with Autotrader. "I think it's all up for grabs."

The industry is under pressure to design and produce a radically different car of the future that will be able to travel long distances on an electrical charge.

It could be a car that will be able to drive itself.

In making these cars, the legacy automakers will face new competitors that pose a fresh challenge to Detroit's dominance.

New competitors

Tesla has lifted the bar for electric-powered cars. Its factory is a plant that GM and Toyota once operated together, which closed in the wake of the bailout and GM's bankruptcy.

Tesla is still an upstart — it has only a small fraction of the sales of GM and all the other established automakers. After reporting two positive quarters in a row for the first time in its history, it's struggling to remain profitable. Nevertheless, investors see plenty of potential there: Tesla's market value has often topped that of GM, and it remains far more valuable than Ford. Uber, Lyft and similar services elsewhere have raised the possibility that people will stop buying cars from automakers and just buy individual

rides instead. Lyft, which went public Friday, had an IPO price that valued the company at nearly half the market cap of GM, despite the fact that it's never made a profit. Uber, which is planning its own public offering later this year, is worth far more.

And huge, deep pocketed tech companies are also investing in research and development in the field, posing competitive risks unlike anything the US auto industry has seen since foreign imports first started eating away at American automakers' dominance of the industry in the 1970s.

Google parent Alphabet has a self-driving car unit known as Waymo, which has been testing vehicles on the road for years. Apple has invested in the field, and Amazon recently bought a stake in an electric truck maker. Those are three of the richest, most valuable companies on the planet, dwarfing the financial success of any automaker.

That new form of competition could be the most serious issue for the traditional automakers.

"Today you can have the best vehicles in the world and you still might not survive 20 years," said Jessica Caldwell, executive director of industry analysis for Edmunds. "Can they all survive? Do we need all of these automakers? There's so much uncertainty."

And yet the established automakers need to respond to these changes all while competing in a mature industry and responding to changing customer tastes, such as a fairly rapid switch away from the traditional sedan.

"They have to focus on today's business, building cars and selling them to consumers. At the same time, they have to invest in new technologies, connected vehicles and reinvent the business model for acquiring personal transportation," Krebs said. "No one knows when those changes will take hold, and no one knows how or when they will make money on those

new technologies.

"I always think of it as high-wire act," Krebs added. "You have to balance both things. But the companies that take their eye off the ball of what's happening today won't have the money to invest in the future."

A much-needed lifeline

A decade ago the industry was on life support.

Prior to the Great Recession, US automakers had struggled to compete with nonunion foreign-based manufacturers like Toyota, Nissan and Honda, which had opened US factories and paid lower wages and benefits to their workers.

Then the financial crisis choked off credit for the automakers, their dealers, and car buyers. Auto sales plunged. Anxieties flared.

On March 30, 2009, newly-elected President Barack Obama announced that the government would provide GM and Chrysler with a lifeline.

It was one of the most costly, and least popular bailouts of the time. Taxpayers lost nearly \$12 billion on the government's aid to the two companies.

Eventually, however, the bailout allowed both GM and Chrysler to become successful and hire tens of thousands of workers. It also saved suppliers' jobs. Allowing the companies to fail would have been far more expensive for taxpayers.

Transformation ahead

Today, the automakers are not facing any financial distress. They are profitable and selling cars at near record numbers, both at home and around the globe.

But the technological and competitive pressures ahead explain why automakers are making radical changes, cutting costs and forming alliances with other companies. They're preparing for a future in which people will move from point A to point B in an entirely new way.

GM is in the process of closing down

(Continued on page 8)

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(Continued from page 7)

four US plants, which it hopes will free up \$6 billion a year. At the same time, the company has poured money into electric and autonomous cars and invested in a ridesharing platform called Maven. Ford is looking at a similar transformation. It's closing plants but also planning to spend \$11 billion on a restructuring its business over the next three to five years. Ford is also in talks with Volkswagen to "investigate" how they can work together to develop electric and self-driving cars.

The promise of self-driving technology and ride sharing has raised the potential that cars will be on the roads for most of the day, rather than sitting in driveways or garages for much of their lives. That could reduce the number of cars that automakers will need to build in the future.

But the automakers say they will benefit from a change in the way people buy and own cars. They could do far better if they can sell rides to their customers rather than the cars themselves, auto industry executives say. Today, GM makes about \$30,000 over the lifetime of every vehicle it sells, said GM's Dan Ammann. But selling rides in driverless cars could balloon that figure to hundreds of thousands of dollars per car.

Ammann recently gave up the position as president of the company to be CEO of its Cruise unit, the part of GM focusing on self-driving cars. The move demonstrates the importance that he and GM see in the future of the business. The company also said it intends to spend \$1 billion this year on the division.

But GM is not clear on when self-driving cars, or even the more modest electric vehicle business, will be large enough to be profitable.

"I would say early next decade, but I wouldn't put any more specificity on [electric vehicle] profitability than that," said GM CEO Mary Barra on a recent call with analysts.

And that's the problem facing the entire industry. Automakers are investing billions into technology without knowing how, when — or even if — it will be profitable. It's also not clear if the winner will be a traditional automaker or one of their new competitors.

"The crystal ball is really fuzzy," Krebs said. "We're not even sure what the solution is — let alone who has it."



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