

Gent's Journal

Volume 9 Issue 12

December 2019



THE END OF OUR SEASON

I hope everyone is having a great year. I know, as a club, we did quite a bit this year. It started with the Spokane Speed and Custom show, AutoNation car show, to the Wendle Car show, the Willow Grove visit, the Gent's 10 year anniversary picnic at Jerry Oswald's place, the Eagle/Gent's Honor Flight Car show, to be the "Featured Club" in the Goodguys show, to the Thrifty/St. Luke's car show, and finally to the Spokane Interstate Fair. I want to thank everyone who worked, participated, and came to these shows. We also had a couple of cruises to go on with the Help of Ken Fadeley and Dan

Ray. Without all the great members we have in the club, we would not survive as a club. We continue to grow in membership. By the end of our December meeting we should have about 93 members in the club, which is a net gain of 22. Our bank account is stable thanks to Don Rogers and our members doing what we do. We will continue our donations to the community by delivering to the Toys for Tots, Spokane Humane Society, Union Gospel Mission, Vanessa Behan, 2nd Harvest, Hospice of Spokane, Search and Rescue, Honor Flight, and Team St. Luke's. We will donate to

charity the sum of about \$8642.00. We donated about \$4000.00 in cash and \$4692.00 in money raised at the two car shows we did for charity. The last is the Gent's Christmas Dinner. We will have about 85 attend the event and will have plenty of Gift certificates to give away. I hope we can get as many members, spouses, sponsors and friends as we can. It will be conducted at one of our great sponsors, the Eagles on the 7th of December, 2019. I am very proud to be part of this "Great car club", and want to thank you and all the new people I've been able to meet and be associated with. Tom



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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How did it get so late so soon? It's night before it's afternoon. December is here before it's June. My good how the time has flewn. How did it get so late so soon?

~Dr. Seuss

NOVEMBER MEETING MINUTES



Call to Order: 6:00 pm

Pledge of Allegiance: Led by Steve Williams

Visitors: none

Prospective Members: Larry Ellsworth, Robert Milton, Tim McGee, DeShawn Thomas, Doug Nachtigal (not present)

Reading of Minutes: accepted as printed in newsletter

Reading of Correspondence: none

Report from Treasurer: given and accepted

Report of Committees:

INCCC: Last chance to buy tickets for a chance to have your car in the INCCC calendar of events. Also, the INCCC annual Show No Shine is scheduled for February 29, 2020. Get your tickets now.

Bent Pushrod: (chair Rick Neet) please keep each other in your thoughts and prayers this time of year. Contact Rick if you know of a member in need.

Sticker/Plaque Committee: (chair Jason Williams) Seeking a new chair, please see Jason if interested

Old Business:

Roy Mitchell's picture brought in \$281 to be donated to Meals on Wheels.

Cut off date for Most Inspirational and Most Improved Car is November 15th

New Business:

Good Guys magazine is out – great article on the Gents. Thanks to all that participated.

Christmas dinner is December 7th. Please bring an unwrapped gift to donate to Toys for Tots. Also consider bringing food or cash to donate to 2nd Harvest Food Bank. The club voted to pay for the dinners of all dues paying members of the Gents.

Gents Officer Elections – nominees introduced themselves to those present at the meeting. Secretary and Treasurer positions were somehow not up for re-election (Tawnia and Don were admittedly railroaded into staying on). Election results to be announced at the December meeting.

VOTE FOR NEW MEMBERS: Congratulations to DeShawn Thomas, newest Gents member!

Announcements:

January meeting to be held on the 8th.

There will be a spaghetti feed at the December meeting.

Next Meetings: December 4th, 6pm, at the Eagles

Meeting Adjourned:

- November 30—ballots MUST be postmarked by this date.
- December 4— regular monthly meeting
- December Birthdays—
- November Anniversaries—
- December 7—Christmas dinner
- December 25—Merry Christmas



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.

Ford Wants Rematch in Tesla Cybertruck vs. F-150 Tug of War



Stop us if you’ve heard this before: Tesla sets up a test of skills against a competing car, sets the rules, doesn’t use neutral overseers, and – shazam! – Tesla bests the competition. Most recently, Tesla posted video of its brand new Cybertruck pickup in a tug-of-war against the Ford F-150. When both vehicles apply power, the Cybertruck beta pulls the F-150 backwards and up a slight incline.

A bunch of people jumped into the fray

on Twitter, including rocket scientist Neil deGrasse Tyson, then Ford said, hey, how about a rematch, and Elon Musk said sure. All this back-and-forth and social media posturing is about what you need to rise above the level of the impeachment hearings. Done.

Musk showed the 16-second video at Thursday’s rollout then posted it on Twitter Sunday night (Nov. 24), the same day he announced the Cybertruck had 200,000 pre-orders placed for a vehicle not slated to ship for a year, and that’s if Tesla meets production deadlines. Then it short order:

- Sunny Madra, VP at Ford X (Ford Smart Mobility stuff), Monday tweeted, “hey @elonmusk send us a cybertruck and we will do the apples to apples test for you.”

- Musk a couple hours later tweeted, “Bring it on.”

A Ford spokesperson – correction, “senior Ford spokesperson,” told insideevs.com the comment was tongue in cheek and meant to point out the “absurdity of Tesla’s tow video.” Ford then said it really does want to run a comparison test.

All this assumes “bring it on” translates to Tesla actually going ahead when the time comes. Right now, the number of working Cybertrucks might be, one. Ford might bring a more suitable F-Series. One that matches the weight of the Cybertruck would be an F-250 or F-350.

What Might Be Wrong with Tesla’s Test

Online, every Tom, Dick and Harry is pointing out issues with the possible

(Continued on page 5)

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Dutch Apple Pie with Oatmeal Streusel



Recipe By: Ginny

"The crunchy oat topping adds an extra dimension to this delicious apple pie. Try using Golden Delicious, Jonagold, or Granny Smith apples for this pie."

Ingredients

1 (9 inch) pie shell	2 tablespoons butter
5 cups apples - peeled, cored and sliced	3/4 cup all-purpose flour
2 tablespoons all-purpose flour	1/2 teaspoon ground cinnamon
2/3 cup white sugar	1/2 cup packed brown sugar
1/2 teaspoon ground cinnamon	3/4 cup rolled oats
1/4 teaspoon ground nutmeg	1 teaspoon lemon zest
1/4 teaspoon ground allspice	1/2 cup butter

Directions

- 1 Preheat oven to 425 degrees F (220 degrees C). Fit pastry shell into pie pan and place in freezer.
- 2 To Make Apple Filling: Place apples in a large bowl. In a separate bowl combine 2 tablespoons flour, white sugar, 1/2 teaspoon cinnamon, nutmeg, and allspice. Mix well, then add to apples. Toss until apples are evenly coated.
- 3 Remove pie shell from freezer. Place apple mixture in pie shell and dot with 2 tablespoons butter or margarine. Lay a sheet of aluminum foil lightly on top of filling, but do not seal.
- 4 Bake in preheated oven for 10 minutes.
- 5 While filling is baking, make Streusel Topping: In a medium bowl combine 3/4 cup flour, 1/2 teaspoon cinnamon, brown sugar, oats, and lemon peel. Mix thoroughly, then cut in 1/2 cup butter or margarine until mixture is crumbly. Remove filling from oven and sprinkle streusel on top.
- 6 Reduce heat to 375 degrees F (190 degrees C). Bake an additional 30 to 35 minutes, until streusel is browned and apples are tender. Cover loosely with aluminum foil to prevent excess browning.

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[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.](#)

I know. I'm lazy. But I made myself a New Year's Resolution that I would write myself something really special. Which means I have 'til December, right??

~Catharine I'Hara

(Continued from page 3)

validity or fairness of the test. The Tesla probably weighs 1,000 pounds more and the more weight on the wheels when starting up, the more traction you have. Electric motors develop max torque – power – at 0 rpm where combustion engines develop it at higher rpm. Tesla might have as many as 1,000 pound-feet of torque. Ford said the F-150 being pulled backwards appears to be two-wheel drive where the Tesla may be a three-motor system with all-wheel-drive.

One of the critics is Neil deGrasse Tyson, an astrophysicist by training so, yes, a rocket scientist. NGD chimed in several times, a one-man truth squad. It's hard to tell him "you don't know what you're doing." What Tyson told Musk, via Twitter, included: Electric vehicles are famously heavy –

over both axles. It's all about the weight borne by spinning tires. That's the source of traction, not the engine power.

A badass @Tesla looking like it's doing a badass thing. But if the @Ford F-150 is RWD **with no payload** then weight on the Rear Axle is greatly reduced, offering only mild traction for the Tesla to overcome. This contest is more about the Physics of Friction than Engine Power.

Meanwhile, the circus atmosphere around a Tesla launch sucks the air of the room and even if somebody else has a good car announced that week, such as the Ford Mustang Mach-E, the Tesla show sucks up the oxygen.

If there's a retest, we'd like to suggest several situational tests, and make sure one involves fording deep water, or backing a boat and trailer down a steep launch ramp. Then everyone would

learn how well sealed is the battery compartment that forms the underside of the Cybertruck.

By the way, since Cybertruck was announced the night of Nov. 21, TSLA stock has gone from \$355 down to \$329 Tuesday, Nov. 26. That's down 9 percent. Sort of like the slope of Cybertruck's rear hatch cover.

Now Read:

[Tesla Cybertruck Took in \\$20M Over the Weekend](#)

[Tesla Unveils the Stoner Truck. Sorry, Cybertruck. It's as Big as an F-150.](#)

[Best Cars of the 2019 LA Auto Show](#)

<https://www.extremetech.com/extreme/302718-ford-wants-rematch-in-tesla-cybertruck-vs-f-150-tug-of-war>



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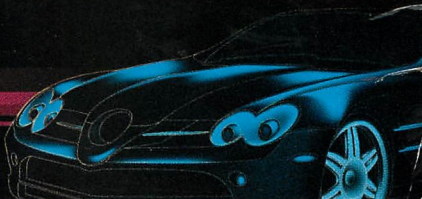
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GM CEO Mary Barra: Here's Why We're Suing FCA for Racketeering



We sit down for an exclusive one-on-one interview with GM's CEO General Motors CEO Mary Barra says she is OK with the prospect of FCA owning GM's former Opel and Vauxhall brands but she is not OK with the idea that fraudulent bargaining by FCA and the UAW resulted in higher labor costs over many years.

The two positions show how complicated, competitive, and incestuous the auto industry is.

GM has filed a federal racketeering lawsuit that accuses FCA of years of bribery and corruption and that payoffs to the UAW gave Fiat Chrysler a competitive advantage in terms of labor contracts dating back to 2009. Both FCA and the UAW have denounced the allegations and say past negotiations and agreements were not compromised. Personnel from both FCA and the union implicated in payoffs to UAW leaders have been charged.



"It was a decision that was carefully made," Barra said of the lawsuit in an exclusive interview with MotorTrend. It goes to her long-standing stance: "Give General Motors a level playing field and we'll compete and we'll win. When we

find out actions were taken that caused that not to happen, we felt in the best interest of all of our stakeholders, our employees, our dealers, our suppliers and our shareholders, we felt that we had a responsibility to take action."

Unions use a tactic called pattern bargaining where a general agreement is reached with one of the three Detroit-based automakers that the other two are expected to match. The basic agreement is then tweaked to the individual companies. Barra says facts GM has gathered show the historic manipulation of the last three contracts is more than pattern bargaining differences.

"There's a difference between pattern bargaining and then pattern bargaining that's based on bribes and corruption," adds GM spokesman Tony Cervone. GM's case intends to show fraudulent representation resulted in advantageous agreements.

The lawsuit comes as FCA is in negotiations for a new four-year agreement. And it also lands with a thud as FCA finalizes a \$50 billion deal to merge with PSA Group of Europe to create what would be the fourth-largest automaker in the world.

The irony of the merger is that in 2017, GM sold its Opel and Vauxhall brands in Europe to PSA which has turned them from money losers into profitable operations. With the merger, technically FCA would own GM's former brands.

Barra stands by the decision to sell Opel and Vauxhall. "We still think the basic premise of the Opel PSA transaction was a win, win, win," she said. "It was great for Opel because combining with PSA secured their future. For PSA it was great because it made them the number two in Europe. And for General Motors, we have benefited from the success of that deal and the cost savings that we identified. So I think on all three fronts it

was the right decision and continue to believe it was and it is."

No regrets over the strange turn of events. "It's a dynamic world and you have to stay ready for change," says the



pragmatic CEO.

GM has all but exited Europe—it still sells Camaro and Corvette—and has pulled out of other regions such as India and Russia. The automaker has also pared the car lineup by dropping the Chevrolet Volt, Cruze, and Impala. Still, Barra sees GM as a full-line, global automaker and a good steward of shareholder capital with the nimbleness to invest strategically.

"Every place has to earn their right to exist, every segment has to earn their right to exist," she says bluntly. Barra has made tough decisions over the years to strengthen the company and been rewarded with the three most profitable years since bankruptcy in 2009. This puts GM in a position to seize opportunities in an industry under transformation as it pivots to electric and autonomous vehicles.

"So I very much consider General Motors to be a global company," Barra says. "And we'll continue to strengthen the company."

<https://www.msn.com/en-us/autos/news/gm-ceo-mary-barra-heres-why-were-suing-fca-for-racketeering/ar-BBXqVQO>

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A WORD FROM THE EDITOR

Wow. It's been quite a year. And it's not quite over...

We still have our December meeting (on the 4th) and our grand finale – dinner at the Eagles (on the 7th). Two events that promise to be memorable for years to come.

The Gents Auto Club is one of the most recognized clubs in the area. I was riding the bus the other day, wearing my Gents coat and a gentleman approached

me and asked if I was a part of the Gents. He went on to reminisce about them in the 60s. He was never a part of the club but remembers them being around.

These days, the Gents are still making a favorable impression on the community. Let's keep that going into the next decade.

Changes are afoot—let's welcome these changes and make 2020 our best year yet.



Support the RPM Act

[CONTACT LAWMAKER\(S\)](#)

Time for action! The RPM Act was reintroduced in the U.S. Senate for the current session of Congress. The Recognizing the Protection of Motorsports Act of 2019 (RPM Act) protects Americans' right to modify street cars and motorcycles into dedicated race vehicles, along with industry's right to sell the parts that enable racers to compete.

You may be one of the thousands of supporters who contacted your legislators about the RPM Act in a past session. We appreciate your efforts and are in need of your support once again! Tell your U.S. Senators to do their part to save racing from government threat by supporting and passing the RPM Act.