

North Idaho



Classics

North Idaho Classic Car Club

P.O. Box 482

Post Falls, ID 83877

Monthly Meetings: 3rd Tuesday of each month 6:00 Dinner 7:00 Meeting

Post Falls American Legion, 1138 E. Poleline Ave.

OFFICERS

President:

Gus Johnson.....(208) 620-8153

Vice President:

Dave Radke.....(208) 457-3779

Treasurer:

Laurie Thomas....(208) 659-4629

Secretary:

Susan Purty.....(208) 772-4210

BOARD OF DIRECTORS

John Arts.....(208) 691-0063

Dan Drapeau ... (208) 819-0567

Dan Lundquist . .(208) 773-4790

Newsletter May 2025

With meeting minutes being emailed monthly, I think I am going to try a new layout for our newsletter. The newsletter will be a message from our President, a brief overview of what we've been up to, some fun articles written by Gary Finch, photos (hopefully past and present) of club events and updates on what is happening soon. If you have ideas, please, please, please let me know!

As a new team of officers embarked on a new year, the club looked forward to some new changes and a bit of updating. We agreed to continue meeting at the American Legion for 2025. The nice thing about this decision is we can all come early and have Ben's Italian Night in the main room before the meeting. Please consider coming early to eat, it's delicious and it helps support the Veterans in our area.

We are hoping to be able to invite several guest speakers to our meetings. Suggestions have been the Post Falls Police Chief and a few local shop owners. It will be interesting to hear different perspectives on the car culture in our area.

We are also excited to add several garage tours and cruises this summer. We already have a progressive dinner in the works!

We will again host Hayden Days and of course, we will end the year with our annual Christmas party.

I'm a little slow getting this first newsletter out, so many events have already taken place and we are almost into the full swing of car show season. We started the year with the New Years Day Cruise leaving Mufflers Plus and heading up to Sandpoint for lunch. A little rainy but a nice day to socialize with a few other local clubs. I think there were 5 clubs represented.

I've included some photos from the Inland Car Club Council Show No Shine in February. The Classics made a pretty good showing with eight of us attending. Past President Brent Lundquist was honored as Man of the Year, which made this momma very proud. Many of us spent the night at the hotel and enjoyed a leisurely breakfast in the morning just visiting.

We chatted with Al Volking at the Portland Swap Meet, so many treasures and so much walking but what a beautiful day! We saw several members out at the Street Tin Car Show and again the following weekend up at Depot Days in Wallace. John Arts picked up a nice trophy there. We camped and enjoyed

a mini car show as the show ended and people settled in for the night. Met several car enthusiasts from around the area.

Let me know if you attend a show, what was interesting about it and if any members won awards or were recognised in any way. Let's cheer each other on! - email me at klundquist@live.com
Kelly

A Message from our President:

I hope everyone has had a good Spring and have their rides ready for the new car show season. We are a little over 2 months from the Hayden Days Show and getting things in place to have the best show yet. Our next meeting I will be asking for volunteers for registration and parking and hope you will help. I want everyone to know this is your club and if there are things you would like to have happen, please bring it up at the meeting. Hope you feel welcome to give your input. Look forward to seeing you on May 20th.

Gus

IMPORTANT CLUB INFORMATION

Hayden Days

As the host club of Hayden Days, most of our discussions at the meetings are how to make this the premier show of the Inland Northwest! We have tons of competition so this is no small feat. We all know that to put on an awesome event we need all hands on deck! Please sign up to help out in whatever way you feel the most comfortable. We need people on planning committees, out finding door and raffle items, at registration, parking cars and even doing clean up when all is said in done. Hayden Days will be held July 26 in the Hayden City Park Main Baseball Field and is sponsored by TDS. Hours will run from 10:00 am to 3:00 pm with awards being presented at 3:00.

Club Apparel

At a previous meeting we voted the club would pay for the embroidery for shirts, hats and jackets for the membership. Members must pay for the clothing. As Embroidered Corporate Image has the

designs digitized it is pretty simple to order. You can go to www.sanmar.com and choose the items and sizes you want. Prices are included with the description. There is a code that will identify the item. The club agreed the color of the items must be royal blue so please keep that in mind while reviewing. You can email your choices and sizes to rla@eci-embroidery.com Club contacts are Bob or Courtney -- they have a spreadsheet that will identify the club member who has ordered and the images requested so we will know who/what we are paying. The designs are the originals -- and for the hats and left front you have your choice of the shape of Idaho and North Idaho Classics or the same as the back of the jacket with the car (like what Eric used for our business cards) plus your name added if you want.

INCCC Monthly meetings

Several members attend these meetings on the last Tuesday of each month at Darcy's Restaurant in the Spokane Valley. Meeting begins at 6:30. It's an interesting meeting and a great way to represent the club and keep up on what's happening in the car community. I would encourage everyone to follow their facebook page for updated car show information.

Sunshine Committee

Please contact Eric or Nok Hamburg or an officer/board member if you hear of an event that our club should recognize. Anniversaries, Deaths, Illnesses etc.

Website

Laurie Thomas and her son-in-law have created a wonderful website for the club.

We encourage you all to check it out! Submit pictures of your car and photos you have of past and/or current events. There will even be a memorial page so if you have pictures of past members submit those too.

northidahoclassics.org

And don't forget about our FACEBOOK page

<https://www.facebook.com/groups/1472895149428784>

Next Meeting: May 20 (Third Tuesday of each month)

Remember there is NO meal service this month, we will be having pizza during the meeting.

Happy Motoring with Gary Finch

Build a better beater Worst shop tool * Best Shop Tool

I'm happy to brag about my favorite shop tool but first I want to warn you about the all-time worst shop tool. My friend, who is a mid-fifties Cadillac guy, drug a very nice appliance white 1953 Philco refrigerator home. It had the classic Philco embossed wreath pressed into the tin door which added a little class to the old appliance. My buddy simply bored a new hole in the center of the wreath with a hole saw and centered a shiny new beer tap onto the door. The tap was secured to a fresh keg of beer and so the summer began. By July he noticed that his shop has never been so popular. In fact, the shop was very busy, but very little got done that summer. His wife put her foot down the following summer and retired the 1953 Philco 'keg-erator'. My friend admitted that he actually accomplished something on his Cadillac projects in the absence of the keg-erator. What started

out as a very creative idea turned out to be a shop tool run amuck.

Now my wife Virgie would argue that a 1953 Philco 'keg-erator' is not truly a legitimate shop tool but many guys would say that beer is an important component of after-hours home shop time and is just as important as a compressor or engine crane. I'll let you be the judge.

My favorite shop tool is my Induction heat tool. This is a must have tool for anyone working on old rusty beaters. It operates on 110 electrical power and uses electromagnetic technology that was first demonstrated by the scientist Michael Faraday in August of 1831. The science behind the concept is used today in many arenas from shop tools to commercial cooking equipment. Electrical power is directed through a coil which then creates a magnetic field that acts on the metal nut expanding the nut with heat which

then allows the nut to spin off the threaded stud or bolt.

Simply place, what I refer to as the 'wand', over the stubborn rusted nut which has seized itself on the treads of the bolt and apply heat. The Mini-Ductor comes with a variety of tips and it's important to select a tip that is not too snug for the nut being heated. One should allow air space between the piece being heated and the induction heater loop or tip. The induction heat is instant and soon there is a curl of smoke forming around the rusted nut. Next the hardware is cherry red and then

white hot. Pull the 'wand' off the rusted hardware an white hot. Pull the 'wand' off the rusted hardware and remove the nut with an end wrench. It's so easy! In the world of sales, everything is about "features and benefits". In this case the "feature" is to remove the rusted hardware and the "benefit" is the ability to rescue and salvage as much original hardware as possible. The ease of removing hardware with the induction tool also eliminates the drama of pulling hard on an end wrench that breaks the bolt which in turn skins the knuckles. So, less damaged hardware to replace and fewer trips to the ER for stitches to bind up the wounds of auto restoration.

My least favorite task in restoring a vehicle is the diss-assembly process. It's fussy and aggravating. The worst are the fenders and bumpers. Armed with a 1/2" drive breaker bar and a six point socket I feel like I have my best chance at breaking loose that stubborn bumper hardware. After soaking the bumper bolts with JB80 or a rust buster I still find that at least half the bolts break off which sometimes will distort the square hole that's punched into the bumper. All that frustration is gone with my favorite tool and life is good. I recall a slipped wrench, trying to remove the inner fender panel on my 1946 Studebaker M15 pickup, and 40 years later I look down and can still see that scare that got stitched up in the Sacred Heart Hospital ER. That jagged rusty cut went right to the bone. Those days are over with a handy induction tool

and I don't miss the drama of being stitched up in the hospital ER. Additionally, one trip to the ER pays for the induction tool even if you buy the big fancy one at something north of a \$600.00 out of your pocket. So, if there's some push back within the family yearly budget for the line item listed as 'shop tools', just say that Gary Finch claims that the Mini-Ductor 'Venom' is cheaper than visiting the ER to get stitched up! For family dispute resolution, my phone number is in the club roster.

WARNING * Buyer Beware !

If you decide to use an induction tool in your home shop and you have a pacemaker, you may want to consult the manufacturer of your pacemaker about any precautions regarding usage. As an example, you can visit Medtronics web site and search for their 'Electromagnetic Compatibility Guide'. The concern is that magnets or electrical fields can either #1 provide a false reading within the pacemaker or #2 actually mask the correct reading within the pacemaker. My disclaimer is that I like

to work on old Studebakers not new pacemakers so I would like to simply recommend pacemaker users consult their Doc to get the correct advice on this matter. I've found that my pacemaker device requires a 24" space between my pacemaker and the induction tool. That being said, I always hold the induction tool with my right arm extended to achieve the 24"+ distance from the tool to my pacemaker, and all is good. Please be aware that the EMI (electromagnetic interference) is to be respected. If the EMI given off is strong enough the user with a pacemaker may feel light headed so the concern is for real. Again, don't take my word for this but consult your Doc for questions regarding the EMI issue.

In closing I've included a few pictures of what the induction tool looks like so you have an idea how simple it is to use. If your shop is missing this tool, go out and buy one today! You'll love the ease of working on that rusty Stude-beater.



*collecting iron the pre-war * vintage auto hobby*

My 1911 Studebaker E-M-F '30' spent most of its life in Chicago. The man who bought the car was standing outside his Chicago auto repair shop in 1930 when he spotted a friend who was hauling an old car down the street. His friend made his living hauling junk and had been hired to remove an old car to be delivered to the scrap yard. So, he flagged down his buddy to inquire about the old touring car. Right there, in front of the repair shop, a deal was made and the 1911 E-M-F was pushed into the protection of the brick building where it would remain for over forty years. The 1911 Studebaker E-M-F touring car sat next to a 1907 Ford and was lovingly cared for from that day forward. Remember, this all took place in 1930! Soon, the E-M-F would be touring about town and would eclipse the '07 Ford taking top priority. In time the Ford was sold and the old 1911 E-M-F was the favorite. This was car collecting prior to WWII.

The repair shop owner was a close friend with the man who founded the national Model T Ford Club and the E-M-F was invited to tour with the 'T' Club. Just after WWII, Chicago area old car guys would pack their picnic baskets and go touring. The state of Illinois bought up tracks of forested land outside of Chicago. The land was purchased and set aside for future growth so these undeveloped tracks of woodlands became a great place for a picnic. Dozens of vintage cars would arrive on a Saturday morning [circa 1950] to follow trails into meadows and clearings for a time to socialize and enjoy a day in the country. State fairs were big as well and the E-M-F touring car would wander across the state, driving over 200 miles in one direction.

A good friend, who spent considerable time on the east coast, recently made comments to me about the old car hobby just after WWII. The first comment was that nobody trailered their cars. All vintage cars drove to the event being an old car tour, State Fair or a local picnic. The second comment was the pressing need for tires. In 1947 there wasn't a Coker Tire or Lester Tire Company who sold vintage automobile tires. Vintage car owners were on their own searching flea markets and old barns for cast off tires. When the first post-war Glidden Tour was organized, somebody in the Horseless Carriage

Club or Antique Automobile Club of America had a contact at Firestone tire company. It was Firestone who started producing tires for vintage cars. These tires all had the distinctive "NON-SKID" tread design, so many early postwar photographs reveal vintage automobiles with that Firestone Non-Skid tread pattern.

My friend spoke of the car collectors he knew on the eastern seaboard. Some were very wealthy and had vast estates with barns full of old cars they bought during the depression of the 1930's. Early Studebakers, Overlands, Pierce-Arrows and Packards, as well as lesser known cars like the Simplex, Stearns-Knight and Saxon, were stashed away being saved from the scrap yard. The car that was an eye sore in one neighborhood became the treasure for another.

Another friend, who himself was a collector of Packard, Stutz and Locomobile cars, told me how he had friends who lived at their east coast family estates full of vintage cars. In many cases these were family homes that just barely were able to pay the taxes and maintain their vast real estate holdings. My friend simply called this group as "coupon clippers", living a very careful frugal life to try to manage existing investments to maintain the family estate. Through all this the vintage automobile hobby was born and grew. The west coast profile followed in its own way but bloomed a bit later. Very few eastern Washington wheat farmers collected old cars in 1930 but they sure did in the mid-fifties!

The revival of the old Glidden Tour was a huge boom for the hobby. This provided a high profile platform for the vintage automobile clubs to tour in mass. The early clubs, like the Veteran Motor Car Club [est. 1938], Horseless Carriage Club [est. 1937] and the Antique Automobile Club of America [est. 1935] paved the road for the post-war single marque car club and the party

was on! Case in point, the Studebaker Driver's Club launched about a dozen years after these early post-war Glidden Tours.

I hope you enjoyed this look in the rearview mirror at car collecting in 1930 – 1940 and beyond. The vintage automobile hobby offers a wonderful heritage of touring and busted knuckles. Keep turning those wrenches and as Bob Moore in Nampa Idaho would say, "drive fast and keep it between the fence posts!"



Footnote: Bob Moore was a member of the PNW-ASC Chapter in the 1980-1990 era. He started collecting cars in 1956 and had a 1926 Big Six roadster, 1927 Big Six Victoria and a 1906 Buick touring car plus more in the barns out back! Bob and Betty never trailered their roadster. They just left a week early. Remember, it's not how fast you drive, it's how you enjoy the journey. Bob was a stalwart Studebaker guy and inspired many along the way as he blazed a trail with wood spoked wheels spinning along dusty roads least driven.

Cruise Ins

Mondays: Paul Bunyan in Hayden

Wednesday: Paul Bunyan in Rathdrum

Cascadia Pizza in CDA 1st Saturday of each month

Cars & Coffee at Killer Burger Hayden 3rd Saturday of each month

Car Shows

This is where I would like to post events that our members are involved in with other groups. It is my hope that we would support them. If you have an event outside of the Classics, please let me know so I may add it here.

June 15: State Veterans Home Fathers Day Car Show- Post Falls- Tim Shaw

June 22: Hokusei Drift, Stateline Speedway- Donnie Pomerinke

July 17: INCCC Scholarship Show, Spokane -Lundquists

July 19: Rathdrum Days Car Show, Rathdrum - Lundquists

July 20: Hokusei Drift, Stateline Speedway- Donnie Pomerinke

July 26: Hayden Days, Hayden

Aug 2: Hot Rod Lincoln Nights, Spokane -Alison McArthur

Aug 2: Hot Mazda Nights, Spokane-Alison McArthur

Aug 9: Taste of Rathdrum Show, Rathdrum- Lundquists

Aug 17; Hokusei Drift, Stateline Speedway- Donnie Pomerinke

Aug 30-31: Silverwood Coaster Classics, Athol-Lundquists

Sept 20:Inland NW Buick Open, Spokane - Gus Johnson & Laurie Thomas

Oct 12- Hokusei Drift, Stateline Speedway- Donnie Pomerinke

Find more here: <http://incarcouncil.org/calendar-of-events>

Photos:



Above: Members at the INCCC Show no Shine, Trophy for Man of the Year won by Past President Brent Lundquist



Found Rory Presnell's car hanging in a restaurant in Kingman, AZ



Alison McArthur's car - Depot Days- where John Arts took home a trophy!



Gus and Laurie met Rob Wolfe at the Speed & Custom Show