



CLUB NEWSLETTER

FEBRUARY 2014

WWW.CHRISTIANCLASSICCRRUISERS.COM

VOLUME 26, NUMBER 26

2014 Cruise Season:

March 15 th	5-9 PM
April 19 th	5-9 PM
May 17 th	5-9 PM
June 21 st	6-10 PM
July 19 th	6-10 PM
August 16 th	6-10PM
September 20 th	5-9PM
October 18 th	5-9PM

2014 Meeting Dates:

(Start time: 7:00 PM*)

January	14 th
February	11 th
<i>(Valentine's Dinner)</i>	
March	11 th
April	8 th
May	13 th
June	10 th
July	8 th
August	12 th
September	9 th
October	14 th
November	11 th
<i>(Election)</i>	
December	9 th
<i>(Christmas Party)</i>	

(* Note: come at 6:00 for social time and dinner with friends!!)

Chaplain's Message:

John 3:16

**"For God so loved
the world, that He
gave His only
begotten Son, and
whoever believes in
Him will not perish
but have
everlasting life"**

2014 CCC Officers

Gary Veach

President

Mike McCully

1st Vice President

J B West

2nd Vice President

Bob Bianco

Director

J.W. Irving

Director

Pat Friesen

Secretary

Bobby Stout

Treasurer

President's Message:

We have one more month before we start our car shows. It looks like most of our sponsors will be coming on board, some changes but not many. We need to tell all our friends, family, neighbors, co-workers, etc. about our cruise season starting in March. Let's get out and talk up this show and see if we get four hundred (400) cars for our first show of the season. With the great group that we have and with everyone's help we have the best show around. If you don't have a specific duty or responsibility at the show get with a board member so they can get you connected in an area that you would like to help in.

The February club meeting is our Valentine Party and will be at the Timarron Country Club, located at 1400 Byron Nelson Parkway, Southlake, TX at 7:00 P.M.

See you at the Valentine Party and don't forget your date!

**Gary
Prez**



Club Meeting Monthly:

February 11th @ 7:00 PM ****Valentine Party****
Timarron Country Club
1400 Bryon Nelson Parkway
Southlake, TX 76092

Club Assignments/Duties 2014:

CCC Officers Election and Assignments

DIRECTOR/OFFICER	2014
PRESIDENT	GARY VEACH
1ST VICE PRESIDENT	MIKE MCCULLY
2ND VICE PRESIDENT	J.B. WEST
SECRETARY	PAT FRIESEN
TREASURER	BOBBY STOUT
DIRECTOR AT LARGE	J.W. IRVING
DIRECTOR AT LARGE	BOB BIANCO

BOARD MEMBER'S GENERAL ASSIGNMENTS

PRESIDENT: [Gary Veach](#)

- | | |
|---------------|-------------------------|
| - Advertizing | - Meetings (Board/Club) |
| - Door Prizes | - Newsletters |
| - Historian | - Socials |
| - Marketing | - Sponsors |

1st VP: [Mike McCully](#)

- | | |
|---|----------------|
| - Car Show (Set-up/Organization) | - Judging |
| - Front Gate | - Registration |
| - Forms (Door Prize/Registration/Window Card) | |

2nd VP: [J.B. West](#)

- | |
|--|
| - Club Banner (design/management/procurement/raffle sales) |
| - Club Merchandise (design/inventory/management/procurement/sales) |
| - Indoor Car Shows (entries/planning/etc.) |
| - Membership Dues & Information |

SECRETARY: [Pat Friesen](#)

- | |
|---|
| - Corporate Minutes
(Recording/Distributing Minutes of Board Meetings and Club Meetings) |
|---|

TREASURER: [Bobby Stout](#)

- | | |
|----------------------------------|----------------|
| - Accounting | - Security |
| - Contracts | - Social Media |
| - Forms (Accounting/Membership,) | - Sound |
| - Photography | - Web Master |

MEMBER-AT-LARGE: [J.W. Irving](#)

- | |
|--|
| - Children's Games (CCC Car Show/NSRA Trips (OK, KY) |
| - Concessions |
| - Parades |
| - Trash |

MEMBER-AT-LARGE: [Bob Bianco](#)

- | |
|-----------------|
| - Chaplain |
| - Cruise Master |
| - Trailer |
| - Trips |

CCC CAR SHOW DUTIES & RESPONSIBILITIES

COMMITTEE	FREQUENCY	BOARD MEMBER	CHAIRPERSON
ACCOUNTING - <i>PETTY CASH</i>	MONTHLY	BOBBY STOUT	BOBBY STOUT
AWARDS - <i>PROCUREMENT</i>	MONTHLY	GARY VEACH	GARY VEACH
BANNER - <i>DISPLAYED</i>	MONTHLY	J.B. WEST	J.B. WEST
CHILDREN'S GAMES - <i>GAMES/PRIZES</i>	MONTHLY	J.W. IRVING	DWAIN KLOPFENSTEIN
CLUB INFORMATION - <i>PRINTED MATERIAL/INFORMATION TABLE</i>	MONTHLY	J.B. WEST	JAMES BUCK
CONCESSIONS - <i>DRINKS</i>	MONTHLY	J.W. IRVING	PAT FRIESEN
CONCESSIONS - <i>ICE</i>	MONTHLY	J.W. IRVING	JOE BOB POWERS
CONCESSIONS - <i>POPCORN</i>	MONTHLY	J.W. IRVING	CHRISTI MUNO
CRUISE T-SHIRT - <i>INVENTORY & SALES</i>	MONTHLY	J.B. WEST	ANITA HALE
DOOR PRIZES - <i>PROCUREMENT/DISTRIBUTION</i>	MONTHLY	GARY VEACH	DWAIN KLOPFENSTEIN
FORMS - <i>DOOR PRIZES/REGISTRATION/WINDOW CARDS</i>	MONTHLY	MIKE MCCULLY	PAM MCCULLY
FRONT GATE	MONTHLY	MIKE MCCULLY	MIKE ASKEW
GENERATOR - <i>FUEL/BATTERY/MAINTENANCE</i>	MONTHLY	MIKE MCCULLY	
JUDGING COORDINATOR	MONTHLY	MIKE MCCULLY	JOE BOB POWERS
JUDGING STATISTICIAN	MONTHLY	MIKE MCCULLY	REYNA KINNAN
PHOTOGRAPHY	MONTHLY	BOBBY STOUT	STAN FRIESEN
REGISTRATION	MONTHLY	MIKE MCCULLY	PAM MCCULLY
SECURITY	MONTHLY	BOBBY STOUT	DICK MCRAE
SET-UP/LAYOUT/ORGANIZATION	MONTHLY	MIKE MCCULLY	DWAIN KLOPFENSTEIN
SOUND - <i>DISC JOCKEY/PUBLIC ADDRESS</i>	MONTHLY	BOBBY STOUT	GEORGE JEFFRIES
SOUND - <i>EQUIPMENT</i>	MONTHLY	BOBBY STOUT	
TRAILER - <i>ON-SITE/ORGANIZATION</i>	MONTHLY	BOB BIANCO	WAYNE KLOPFENSTEIN
TRASH	MONTHLY	J.W. IRVING	

Club News:

Happy Birthday Phil



Phil Pelton celebrated his 81st birthday in January with family and friends.

Sweatshirt Re-order

Several people had requested to order the club sweatshirts again. After checking into it the set up, screens, etc. would have to be reset. The cost would be unreasonable to order ten more sweatshirts. Sorry to say we will not be getting them.

JB West



For your club apparel the store is open.

We have a price catalogue for the different shirt styles. If you want a shirt let me know and I will get it ordered.

The hats and visors are in stock and available at club meetings and club shows. The hats are \$10.00 with the exception of the camo hat, it is \$15.00.

Also have club plaques available for \$25.00.

If you want to call me for an order, feel free to do so.

JB
817-205-7981

Cruise Masters Update:

Cruise Master (AM – Breakfast) – Cort

February 22nd Breakfast 8:30 AM – to be determined. Cort will send out email notification.

Cruise Master (PM – Local Events) – Dwain

Historians Views:

A Close Look at the 1955 Pontiac

Every now and then, a new car model is introduced that sets the car-lovers lust for a certain car. The 1955 Pontiac was one of those and set major records both for sales and performance.

But, there was a sort of rule of thumb in the automobile business that you don't introduce a major styling change simultaneously with an important engineering advance -- like a new engine, for instance. That's like expending all of your ammunition at once, which is obviously no way to fight a war. Still, once in a while this "rule" is violated, as it was with the 1955 Pontiac.

The 1955 Pontiac had all-new styling as well as a powerful new engine.

The all-new General Motors A-body, shared with Chevrolet, gave Pontiac a fresh, vibrant look: crisper, smoother, nearly three inches lower and far more contemporary looking than the 1954 models. Pontiac proclaimed: "Everything New But Its Wonderful Name!"

That was indeed true, and designer Paul Gillan made sure that Pontiac got its own distinct look below the beltline, even though it had to share rooflines with Chevrolet. Flashy two-tone paint jobs were very popular in the mid-1950s. In Pontiac's case, the upper color swept down to the middle of the front doors, then back across the rear deck, creating the illusion of greater length.

The front bumper was massive, and the grille was hardly more than a chrome-framed air intake. Above it rode a hood "that bows low to offer you a fine new close-up of the road." It carried "the sparkle of twin Silver Streaks," and just behind it was the new "Hood-High Cowl Ventilation" air intake.

"New ideas abound -- wherever you look ... Air-scoop-like hoods above newly recessed headlamps and -- along the crest of each [rear] fender -- twin Silver Streaks, curving down to emphasize the importance of big, sharply out-swept tail lamps. ... An arching center bar conceals license-plate lighting ... joins the new, wrap-around rear bumpers -- massive and handsomely contoured."

To get a more complete picture of how fresh those new ideas were, inside and out, take a look at the following chart for an in-depth comparison of the 1954 and 1955 Pontiac:

	1954	1955
Base price*	\$2,557	\$2,499
Shipping weight*	3,551	3,568
Wheelbase, inches	124	124
Overall length, inches	213.7	210.2
Overall width, inches	76.6	75.4
Overall height, inches	64.7	62.5
Bore × stroke, inches	3.375 × 3.75	3.75 × 3.25
Stroke/bore ratio	1.111:1	0.867:1
Displacement, cid	268.4	287.2
Compression ratio	7.70:1	8.00:1
Horsepower @ rpm	127 @ 3,800	180 @ 4,600
Torque @ rpm	234 @ 2,200	264 @ 2,400
Horsepower per cid	0.473	0.627
Weight (pounds) per bhp*	27.96	19.82
Valve configuration	L-head	Overhead-valve
Valve lifters	Mechanical	Hydraulic
Electrical system	6-volt	12-volt
Braking area, square inches	171	178
Performance (from <i>Motor Trend</i>):		
Top speed, mph	92.8	100.3
0-60 mph, seconds	17.4	13.8
Standing 1/4-mile, seconds	20.7	19.7
Standing 1/4-mile, mph	65	70

Pontiac station wagons betrayed their kinship with Chevrolet via the rear fenders, in which heavily chromed taillight bezels fit into the same openings used for Chevrolet taillights.

Following the lead of the 1954 Buick and Oldsmobile, a wraparound windshield was considered mandatory. "A crystal sweep of Safety Plate Glass curves around you in half-circle fashion to open the wide world of view ... and alert you to it," proclaimed the sales brochure. "Pontiac's dramatic new panoramic windshield increases your area of forward view up to twenty-six per cent. For beauty, for safety -- all around the car -- this is the vision ... of the future!" As a bonus, there was less distortion at the corners than was common on some other makes.

Pontiac's new exterior styling was seen as generally pleasing, even exciting -- save for what some thought a rather unfortunate blunt front end. The ever-quotable veteran auto tester Tom McCahill, writing for *Mechanix Illustrated*, said it made the car look "like it was born on its nose."

Inside was "Pontiac's all-new instrument panel -- with new red-line speed indicator, centered glove compartment with 'beverage-cup' door, controls at your finger tips." Star Chief Customs came with Firegold or Turquoise Blue cloth upholstery, "alive with the fire of metallic glints," available in solid colors or two-toned with pale White Mist.

Pontiac Customs could also have a combination of leather and nylon-faced fabric, while the Custom Catalina offered full leather seating. The Star Chief convertible featured Morrokide upholstery in four colors, with ivory-white for "striking contrast." The top came in four colors: black, gray, green, or tan.

In the slightly less deluxe non-Custom Star Chief four-door, patterned nylon-faced fabric contrasted with the "sheen" of sharkskin cloth. As expected, Chieftain interiors were plainer, particularly in the base 860 series.

Under the hood lurked a brand-new overhead-valve "Strato-Streak" V-8 engine. It wasn't much bigger than its flat-head, straight-eight predecessor -- 287.2 versus 268.4 cubic inches -- but it generated 42 percent more horsepower and 13 percent more torque. Performance figures, as recorded by Motor Trend, speak for themselves:

	1955	1954
Top speed, mph	100.3	92.8
1/4-mile, seconds	19.7	20.7
1/4-mile, mph	70	65
0-30 mph, seconds	4.4	5
0-60 mph, seconds	13.8	17.4
30-50 mph, seconds	6.2	7.8
50-80 mph, seconds	17.4	19.6

With the 200-bhp "Power Pack," Motor Trend knocked the 0-60 time down to 12.7 seconds, nearly five seconds faster than the 1954 straight-eight!

This isn't to suggest that the old Pontiac Eight wasn't a good engine. Designed in the early 1930s by Ben Anibal, formerly chief engineer at Cadillac, it was a durable, relatively economical unit, one of the most serviceable engines of its day. Good enough, in fact, that in 1937 Oldsmobile abandoned its previous design in favor of an engine that bore, unmistakably, a filial resemblance to the Pontiac Eight.

However, not to put too fine a point on the matter, Pontiac's V-8 was overdue. Oldsmobile had introduced its short-stroke, overhead-valve "Rocket" V-8 in 1949, Studebaker released its short-stroke in 1951, Dodge and Buick in 1953, Mercury in 1954, leaving Pontiac as the only automaker in its price class to retain the old-fashioned, under-square, L-head, eight-in-line engine.

As a matter of fact, research on V-8 engines had begun at Pontiac as early as 1946, although at that time there was no real urgency about its development. The old flathead, in its fourteenth year of production by that time, was still popular -- and still giving a good account of itself.

In time, competitive pressures would force Pontiac's management to reassess its position, but in 1946 -- with postwar demand for new cars far exceeding the available supply -- the ultra-conservative Harry Klinger, Pontiac's general manager since 1933, had every reason to feel complacent.

In the initial stages of the V-8's development, Pontiac's engineers experimented with the division's traditional L-head layout. No doubt this had something to do with their familiarity with this type of design. But it's safe to say that cost considerations were also taken into account, for due to its simplicity, a side-valve engine was significantly cheaper to manufacture than the overhead-valve type.

In time, however, it became evident to Ed Delaney, Pontiac's chief engineer -- as it had, earlier, to Cadillac engineers -- that the L-head design was simply not compatible with the higher compression ratios that the future was expected to bring. So in the end, Pontiac -- like the Cadillac, Oldsmobile, and Buick Divisions before it (and Chevrolet almost simultaneously) -- settled on overhead valves. Engineer Mark Frank was put in charge of the new engine's development, assisted by Edmund Windeler and Clayton Leach.

The original intent had been for Pontiac to continue offering a six-cylinder car as a companion to the new V-8. Several prototype sixes were built, including a V-6 and an overhead-valve, inline version, and consideration was even given to retaining the aged flathead. But by 1954, sixes made up less than eight percent of Pontiac's total production, so it was only logical that all 1955 models should get the new V-8.

Following the example of its colleagues at the other General Motors divisions, Pontiac adopted an over-square design (larger bore than stroke). Thus, friction was reduced, and larger valves could be employed, leading to improved breathing. A monobloc casting was used, with a 90-degree angle between the cylinder banks, while a central camshaft operated the pushrod and rocker-arm valve gear to each side.

Up to this point the proposed Pontiac design wasn't appreciably different than Oldsmobile's -- or Buick's or Cadillac's, for that matter. What set the Pontiac engine apart was its overhead-valve gear, called the "Ball-

Pivot Valve Train." Working at home on his own time, Assistant Engineer Clayton Leach developed a new type of mechanism in which the usual rocker-arm shafts were eliminated. It was thereby considerably simplified, and weight was substantially reduced.

In Leach's design, rocker arms were made of cyanide-hardened stamped steel. Each arm was individually mounted on a ball pivot, which in turn was fitted to a stud protruding from the cylinder head. Misalignment of the rocker arm relative to the pushrod and valve stem was eliminated because the rocker arm was able to square itself on the end of the valve stem. Not only was the mechanism much lighter than the traditional rocker shaft arrangement, it was a whole lot cheaper to manufacture.

Some automotive journalists, notably the well-known Floyd Clymer, expressed doubts about the durability of Clayton Leach's valve gear, and indeed it represented a radical departure from past practices. So George Delaney -- a cautious, conservative man by nature -- subjected it to test after test until he was satisfied that it was fully as serviceable as the older, heavier setup used by the other General Motors divisions.

Pontiac boasted, "On the road and in the laboratory -- pre-proved in over three million test miles!" So satisfactory was the layout, in fact, that it caught the eye of Ed Cole, who had just recently come from Cadillac to become chief engineer at the Chevrolet Division. Cole wanted Leach's valve gear for the new V-8 that he and Harry Barr were developing for the 1955 Chevy.

As it was General Motors' custom, in the 1950s, to permit the division responsible for any important new development to enjoy exclusive rights to it for the first year -- in this case, Pontiac's division. The innovative new 1955 drive train made Pontiac's division the envy of General Motors.

Ed Cole, however, sought permission to use Leach's design from the very beginning. It was not known what powers of persuasion may have been applied to Robert M. Critchfield, who had been Pontiac's general manager since 1952, though it's common knowledge that Cole -- who would eventually become president of General Motors -- enjoyed considerable clout in the front office. In any case, Ed Cole's request was granted.

Pontiac's new engine block, like its valve train, was relatively light. This was due in part to the engineers' use of precision casting techniques. But more importantly, in lieu of the deep-block design then in general use (exemplified by Ford's widely touted "Y-Block" V-8), Pontiac split the block at the crankshaft centerline. Thanks to the engine's basic rigidity, this was done with no sacrifice in strength.

Other features of the new V-8 included the right cylinder bank cast slightly forward of the left to simplify distributor positioning, a forged steel crankshaft cradled in five large main bearings, completely machined combustion chambers, and a "Quad-Gallery Lubrication System" to keep "every highly machined part cushioned with oil." Hydraulic valve lifters were also featured.

"Where mechanical connections were used before," said Pontiac, "the Strato-Streak V-8 uses a column of oil to compensate for dimensional changes caused by heat-expansion of valve train parts. The quantity of oil needed is adjusted -- automatically -- to keep lifters in constant contact with push rods. The result? Accurate timing, silent operation, long valve life, no tappet adjustment ever needed!"

Standard issue was a three-speed, column-mounted manual gearbox. Cars so-equipped were powered by a regular-fuel, 173-horsepower version of the Strato-Streak V-8, carrying a compression ratio of 7.40:1. But nearly 91 percent of all 1955 Pontiacs left the factory equipped with the four-speed Dual-Range Hydra-Matic transmission, a \$178 option, supplied in combination with 8.00:1 heads. In this edition, the V-8 generated 180 horses.

Then, in the spring, a \$35 Power Pack became available. With a four-barrel carburetor replacing the standard two-barrel pot, this package raised the gross horsepower to a comparatively lusty 200, just two horses less than Oldsmobile's Super 88.

Altogether, 13 models were offered, four each in the Chieftain "860" Special and "870" Deluxe series, and five Star Chiefs, including a spectacular hardtop-style, two-door station wagon called the Safari. The Chieftains rode a wheelbase of 122 inches, while top-of-the-line Star Chiefs (except for the Safari) employed a 124-inch chassis.

Overall, the 210.2-inch-long Star Chiefs (again, apart from the Safari) stretched seven inches longer than the Chieftains, the difference taking the form of an extended rear deck. As a matter of fact, the 1954 Star Chief had even more rear overhang, resulting in an overall length 3.5 inches greater than that of the 1955 version; some owners had complained that turning into a steep driveway caused the rear bumper to scrape the pavement.

The volume leader in both Chieftain lines, which differed mainly in interior appointments, was the traditional four-door sedan, with the smartly styled Catalina two-door hardtop in second place in the 870 lines. A two-door sedan and four-door station wagon completed the roster in each instance, save for a lone two-door wagon in the 860 series.

The Star Chief four-door sedan and Catalina hardtop came in either deluxe or Custom trim; the Star Chief convertible, Pontiac's only ragtop, was considered a deluxe. The Safari, Pontiac's most expensive model at \$2,962, was a member of the Star Chief Custom sub-series despite its shorter wheelbase and length. But the most popular Pontiac of them all for 1955 was the \$2,499 Star Chief Custom Catalina.

Overall, the new Pontiacs represented the most radical change the division had seen since 1933, and sales responded accordingly. It is true, of course, that 1955 was a record year for the entire industry. Sister

divisions Buick and Oldsmobile, for example, scored 47- and 48-percent production gains, respectively. Pontiac, though it remained in sixth place, did even better, showing a rousing 57-percent increase!

A great car for the price then and now with the Star Chief often "pulling in" \$40,000.00 or more following an extensive restoration.

Has anyone seen a Mustang Red and Artic White Star Chief around lately? I wonder who might be seen driving it. Heard it might be a Christian Classic Cruiser car. Looks like it might be a pretty nice ride.

From the Historian

Bill

Please send Club History information to:

- Bill Crow, CCC Historian AQSI6@msn.com
- Reyna Kinnan, CCC News Letter Editor TKRK1@att.net

Judging:

Judging - Joe Bob

Membership:

Membership dues for 2014 are now due. If you have not paid see J B West at the club meeting.

Membership Chairman – J B West

Member Profile:

Social Update – SPECIAL INTEREST to the Ladies:

The holidays are over and it is time for Bunco to start. I have missed playing and seeing all of you. Bunco will start on February 24th at Linda Walker's home in Bedford at 7:00 P.M. I will be calling you to confirm that you will play and will give you Linda's address at that time. If you are new in the club and interested in playing Bunco please give me a call at 817-267-5095.

Social Chairperson - Phyllis Veach

Favorite Bible Verse:

Romans 8:28

And we know that in all things God works for the good of those who love him, who have been called according to his purpose.

Christi Muno

To Be Remembered In Our Prayers:

- Jim Oldenkamp
- Dave Moody and Family
- Bobby Stouts Mother

As we are all busy with our own lives always take a few minutes to remember your CCC Family in your prayers.

Bits and Pieces:

Little John the Baptist

Matthew 18:4-5

Therefore, whoever humbles himself like this child is the greatest in the kingdom of heaven. And who ever welcomes a little child like this in my name welcomes me.



Johnny's Mother looked out the window and noticed him playing church with their cat.

He had the cat sitting quietly and he was preaching to it. She smiled and went about her work. A while later she heard loud meowing and hissing and ran back to the open window to see Johnny baptizing the cat in a tub of water.

She called out, "Johnny, stop that! The cat is afraid of water!"

Johnny looked up at her and said, "He should have thought about that before he joined my church."



Club Trivia:

Classifieds:

Wanted adult male bicycle. Would like at least a three speed. Tractor seat would be nice! Contact Dick McRae at 32mc@att.net .

Sponsors:

Sponsors for the 2014 Cruise Season are:

Mike's Off Road	Keller Trophy	Tom's Brake & Alignment
James Wood	North Hills Plumbing	Longhorn Powder Coating
Discount Tire	O'Reilly Auto Parts	Streetside Classics
Bobs Automotive	Mid-Cites Classics	Advantage Autoworks
	Phil Haynes State Farm	

Please support our sponsors and let them know that you appreciate them.

Auto Related Events: