

2013 Cruise Season:

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

2013 Meeting Dates:

(Start time: 7:00 PM\*)

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

(\* 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"**

## 2013 CCC Officers

**Gary Veach**

*President*

**Terry Muno**

*1<sup>st</sup> Vice President*

**Gary Bass**

*2<sup>nd</sup> Vice President*

**J.B. West**

*Director*

**J.W. Irving**

*Director*

**Pat Friesen**

*Secretary*

**Bobby Stout**

*Treasurer*

## **President's Message:**

We had another good show with a beautiful night and 200 cars. I don't believe there were any complaints.

October is our last show and it is our Christmas show. We are making arrangements for Mr. and Mrs. Claus to be there. Men and women wear your Christmas attire or Christmas colors so we can all look like a part of the show. I hope to see everyone at the show and bring your Christmas spirit with you. Let's get out there and have some fun and make this one go out with a BANG!

Remember to keep our members in your prayers. Pray a special prayer for The Oldenkamps, The Hales, Dick McRae Family and Nancy Hunter Family.

We will see you at the October meeting at the Red Barn at 7:00 PM on October the 8<sup>th</sup>. It is important that all members attend this meeting if at all possible. We will be discussing the October 26<sup>th</sup> party at JB West home and also the Christmas Party. There will be a sign up sheet for the October party at the meeting. We need to get a count on how many people will be attending and your food preference. The menu will be catfish or hamburgers.

Enjoy your week.

**Gary  
Prez**

## **Club Meeting Monthly:**

October 8<sup>th</sup> @ 7:00 PM  
Red Barn Barbeque  
8204 Bedford Euless Road  
North Richland Hills, TX 76180

## **Club News:**

For Club Calendar please see:

[www.christianclassiccruisers.com/calendar.html](http://www.christianclassiccruisers.com/calendar.html)

### **Setting the stage...**

One can of bathroom scrubbing bubbles sitting under Pontiac. Used for cleaning white walls.



### **Question...**

What happens when you have one old guy in the trunk of a Pontiac looking at electrical fuses?

### **Answer...**

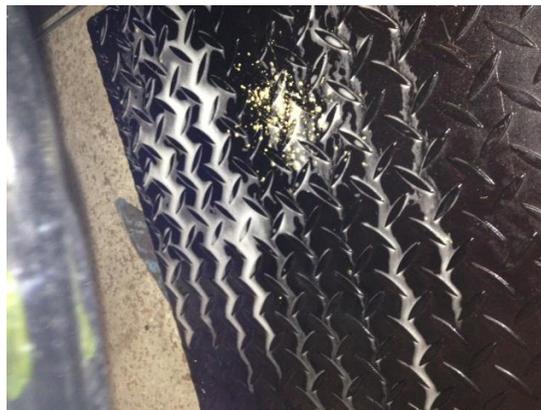
Nothing

### **Question...**

What happens when a second old guy sits on the rear bumper?

### **Answer...**

You hear sounds similar to a diesel engine running. A sweet smell begins to fill the shop. The old guy sitting on the bumper says "Wonder who it is" and proceeds to get up to look to see who it is. Looking down, the floor is slippery and covered in white foam.



### **Conclusion...**

Two old guys (J B West and Dick McRae) in the back of a Pontiac is too much weight if you have a can of scrubbing bubbles sitting under your car.



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**

October 26<sup>th</sup> Breakfast 8:30 AM - Neighborhood Cafe

### **Cruise Master (PM – Local Events) – Dwain**

## Historians Views:

### Hot Rod Organizations and Custom Car Clubs

In the 1950s, the formation of hot rod organizations like the National Hot Rod Association (NHRA) was an important step toward respectability, but much work needed to be done. When night fell and cruisers gathered at the drive-ins, the scene often became loud and rowdy, and sometimes got out of control.

This caused concern for city fathers, police, and neighboring residents. Street racing was a frequent occurrence, and so were accidents. It was illegal, dangerous, exciting, and fun -- a sure cocktail for disaster. But this wasn't the only thing drawing the ire of parents and the police.

Some hot rodders and custom car owners adopted a look, brought back with them from the war. They wore leather jackets, blue jeans, and T-shirts with cigarette packs rolled into sleeves. It has become a cliché, but at the time it was meant to convey an antisocial, edgy distinction from what was acceptable. The look was part of the point of the whole hot rod and custom car phenomenon: To create a different lifestyle for adolescents from that of their parents. It was teenage rebellion. It was the beginning of the youth culture.

Though similar in appearance and ideology, there were differences between hot rodders and custom car owners. Hot rodders bought their parts from speed shops and performed most of the work on their cars themselves. The custom car crowd sought out the expertise of shops that performed mild-to-wild body alterations. And therein lie the difference and the rub.

Some hot rodders felt disdain for custom cars because they were "low and slow" and most of the work was performed by outside shops, not the owners themselves. They derided custom cars as "lead barges" or "lead sleds" due to their sometimes-abundant use of lead as a body filler.

Custom car owners shot back at hot rodders with names like "shot rods" and "Ricky racers." Rodders tended to be "gearheads" that weren't as interested in the aesthetics of their cars as custom car fans. Custom guys concentrated on looks and cared little for performance. These two groups are intertwined in our modern view of their activities, but they were actually quite different and could be antagonistic toward each other.

Some feel that the custom car was a direct offshoot of the hot rod. That view doesn't jibe with the vastly different approaches the two factions had toward their cars.

Some hot rodders drove custom cars and vice versa, but it wasn't the norm. Owning two cars was beyond the reach of most hard working

young men. And the abilities required to master engine and chassis modifications, as well as body customizing and fabrication, were rarely found in a single person, or even among a whole peer group. That's where the custom car shops came in.

Barris Kustoms was the best known of the early custom shops. Located in Lynwood, California, the shop was in what some call "the nest" for its concentration of custom-related enterprises. Gaylord's Custom Upholstery, which specialized in Carson-type tops, was just around the corner from Barris Kustoms, and Larry Watson, Ed Schelhaas, and Dean Jeffries were also located within the nest.

Also in the L.A.-area were Link Paola, Jimmy Summers, the Carson Top Shop, Gil and Al Ayala, and Valley Custom. Northern California had its players, too. Gene Winfield operated out of Modesto, and Joe Bailon and Joe Wilhelm worked in the Bay Area.

By the mid 1950s, Dean Jeffries, Von Dutch, Ed "Big Daddy" Roth, Junior Conway, Dick Jackson, and Larry Watson were all plying their custom painting and/or pinstriping talents either at Barris' or within the nest. Some, like Von Dutch, were already established names, and the rest would become famous in the custom car world as the '50s progressed.

For the hot rodder or drag racer that wanted performance beyond the means of a shade-tree mechanic, some of the shops in the nest also catered to hot rodders and drag racers.

The Chrisman clan, which included brothers Art and Lloyd and uncle Jack, started their engine building and racing careers in Lynwood, as did Keith Black, who pioneered the development of the Chrysler Hemi engine in drag racing's early days. Back on the streets, car clubs formed all over the L.A. basin with names like Renegades, Road Runners, and Night Riders. They were fraternities of like-minded rodders or custom car owners.

Toward the end of the decade, a distinction even developed among dry-lakes racers, drag racers, and the "street" hot rodders who were organizing clubs like the Pasadena Roadster Club and L.A. Roadster Club. Some members of the street roadster clubs raced, but the main point was to bring together owners with similar tastes and to change the public's perception of them as riotous renegades unable to stay within the bounds of the law and accepted behavior.

The clubs also organized social events for their members and hosted car shows that allowed members to showcase their cars to the general public.

With car club-peer recognition, car-show competition, and magazine coverage rewarding the best cars, the level of craftsmanship ramped up greatly. For the most part, hot rods and especially custom cars were well-built, attractive cars that met or exceeded anything coming out of Detroit.

Competitive drag racing would soon take off -- on both coasts -- with the help of the NHRA.

More to follow next month.....

From the Historian

## **Bill**

Please send Club History information to:

- Bill Crow, CCC Historian [AQSI6@msn.com](mailto:AQSI6@msn.com)
- Reyna Kinnan, CCC News Letter Editor [TKRK1@att.net](mailto:TKRK1@att.net)

## **Judging:**

See you at the October show. This is the last show of the season and your last opportunity to participate. So come out and join us. We need all members.

**Judging - Joe Bob**

## **Membership:**

**Membership Chairman – Gary Bass**

## **Member Profile:**

### **Welcome to CCC.**

Ed and Karol Hogan – They have a 1932 Ford Roadster.

Email is: his [Ehogan224@gmail.com](mailto:Ehogan224@gmail.com) hers [Khogan802@gmail.com](mailto:Khogan802@gmail.com).

We are glad that you are part of the CCC Family.

## **Social Update – SPECIAL INTEREST to the Ladies:**

We always enjoy our Bunco evening at Marilyn Connors home. The meal was very tasty as always. We sang Happy Birthday to Leslie while she blew out her candles. Yes, she has enough wind.

Mary Michaels joined us for the evening. We enjoyed having her back after a long absence.

The winners were:

Christi Muno – Most Wins and Most Bunco's – Good to have Christi back even though she walked away with most of the prize winnings!

Linda Walker and Reyna Kinnan - Most Losses

Marilyn Conner - Most Small Bunco's

October Bunco will be the last one of the year. Phyllis Veach will host it at her home on October 28<sup>th</sup>. If you would like to play let her know.

### **Social Chairperson - Phyllis Veach**

## **Favorite Bible Verse:**

### **Testimonial of My Life**

I would like to express an old man's ramblings in looking back at his life. We often say how did we do that, yet in reality it wasn't us doing anything. It was the Lord guiding our footsteps. I have a lot of time to sit and ponder decisions made over my life.

In 1949 my family moved from a little town in Central Texas to what we saw as a big town in West Texas. That town was Lubbock. Growing up in the country you certainly never saw flash floods. So when we had a big rain and I saw what normally was a dry creek bed, I decided to go wading in the water. Much to my surprise the water rose very quickly and I soon found myself clinging to a tree. But someone saw me and they came out into the water and rescued me. Certainly one of the first times in retrospect that I think the Lord was looking after me.

In the ninth grade I was involved in a car accident resulting in my pelvis

being broken into three separate individual pieces and my ribs on my right side and right shoulder receiving injuries. The doctors told my dad that I would never walk again. Yet here I am today nearly 74 years old I am walking with a slight lip.

Getting married early to my high school sweetheart I went to the Army in 1965 and volunteered to fly helicopters. I went off to Vietnam in 1967. Some of my comrades in arms voice to me, every time I saw them would say "You saved our life how did you do it"? It wasn't me. I'm convinced it was the Lord.

My first wife was diagnosed with cancer in Germany in 1979. She had an operation in the Wiesbaden Hospital. She and I were medevac home on a C141 military aircraft with her strapped to a stretcher. She was a brave soul and fought the cancer for five years. She and I were married for twenty six years.

I met Barbara my second wife in a grief recovery session conducted in a church neither of us went to. I was having extreme difficulty sleeping and concentrating trying to raise two teenage boys by myself. It seemed that Barbara and I had parallel lives we later discovered. We used the same mortgage company with mortgage numbers less than 100 numbers apart. They used the same pediatrician. They had the same brand of sewing machine and the same model of sewing machines.

Richard, Barbara's first husband was killed in an accident, but he and I had the same kind of craftsman tools. Richard was killed while working on a car, which fell on him, therefore Barbara was always afraid of something happening to me with my craziness of working on Street Rods.

Barbara developed an incurable lung disease, which she bravely fought for three years. During this time of her illness I became extremely depressed and as most men probably feel they have got to be brave and not tell anybody how they really feel. On one such occasion I was sitting in the garage in a very depressed state. I am convinced that the Lord decided I needed some help and he actually spoke to me. Some may dispute my experience. But I heard a voice as clear as if I were speaking to you. I was asked the question "Do you know why you didn't get killed in Vietnam", immediately followed by the response "There were two women in your future that will need someone strong and you will be strong enough to get through this". My mind had instant recall of numerous events of my military career where there was no rhyme or reason that I should not been killed. I'm sure there were numerous occasions that weren't as dramatic as the ones I'm going to briefly explain.

I was flying command and control ship with the ground commander in the back of the helicopter guiding the ground troops in their battle below. The ground commander called me on the intercom and said "I have seriously wounded personnel in the firefight below and the medevac helicopters are refusing to go in because the area is too hot". By two

hot I mean there was too much gunfire. Being a young First Lieutenant at the time and somewhat cocky probably in retrospect I told the commander I have enough nerve to do it if you got enough nerve to go with me. He reckoned that he had enough nerve to go with me so we began our descent into the battle to extract the wounded personnel. We landed at the one location and loaded some onboard and then back in the air to make a second landing to get more personnel. The second landing had much more gunfire than the first extraction. The commander jumped out to help load the wounded on board and while he was in a rice paddy the helicopter was taking numerous hits. The closest one to me missed my head by a foot but of course a foot is as good as a mile. We lifted off through a hail of tracers and made it back to the hospital. The commander told me that I had no idea how scared he was that I was going to go off and leave him in the middle that rice paddy. Of course that thought never entered my mind. It seems that my flying command and control always seem to put me in things.

On another occasion while flying command and control there was no other helicopters around and one of our infantry men from our unit was pinned down. One of the six soldiers had a sucking chest wound and needed to be evacuated, if he was going to have a chance to survive. So I landed with the helicopter with the rotor chopping the limbs in the tree line. Tracers were flying and the troops on the ground were too scared to get up and run the 15 to 20 feet they had to get to the helicopter. They radioed me that due to the intensity of the fire that they would elect not to be medevac at that time and that I should go off and send someone back later. In this time of sitting on the ground the helicopter had numerous hits, one of which severed the engine oil line. We made it about 500 feet in the air and the engine quit and we came back down into the middle of the rice paddy. We were on the ground roughly forty five minutes to an hour before someone was able to get us out.

I'll relate just one more experience although I have many that my mind was instantly flooded with that day. I think I had successfully dealt with all of these events but I had instant recall of all of those many, many events that occurred to me even all the way back to my nearly drowning in the fourth grade. I don't have time nor space to reveal all of the events that my mind was flooded with that day.

We were delivering Christmas dinner to the troops up in the mountains somewhere between Christmas day of 1967 and New Year's Day of 1968. My platoon leader was flying with me and he requested from me as the aircraft commander that I allow him to make this particular landing. We were descending into an area of jungle with trees roughly 100 feet tall and the trees blown down with dynamite to make a clearing for us to descend in to. We had to make a vertical descent. In the process of doing so midway down he lost control of the aircraft. We did several 360° turns in that very tight situation and the tail rotor never made contact with any of the trees. I took the aircraft controls away from him and miraculously regained control the aircraft. I went back up in to the air and made the approach myself successfully the next time around. So you see many events in my life, I'm convinced were controlled by the Lord. He has been in control of my life.

Last October I went on a cruise, which took me back to Vietnam. As we were approaching Vung Tau, at 5 AM I was startled awake by a nightmarish dream. This dream consisted of my flying over a site that had burning helicopters on the ground. They had been involved in a midair collision. The one thing is although it was a dream; this was an actual occurrence that happened to me in 1967. I had no rhyme or reason to ever think of that event or many other events that happened to me during my time there because as I say I think I successfully dealt with those and put them in a little closet in the back of my brain. That morning I went back to sleep to be startled awake again, this time I was flying night formation and I was flying so close to the helicopter next to me that I could clearly see the instruments in the cockpit. For this to occur rotor blades would have been overlapping just like those two helicopters that had crashed to the ground, again this was an actual occurrence that happened to me in 1967. I took this as another sign that the Lord was letting me know here's another time when you couldn't walk and I had to carry you.

I've shared this with you not wanting sympathy, not for gratitude, but simply from the standpoint that the Lord is in control of our lives and we don't often understand why things happen, but just know that the Lord is in control.

Through these times I have gained my strength from this biblical verse **1st Corinthians 10 verse 13**. "No temptation has overtaken you but such as is common to man and God is faithful who will not allow you to be tempted beyond what you are able but with the temptation will provide the way of escape also so that you will be able to endure it". I have paraphrased this to myself. My paraphrasing of this verse is that "God won't give you more than you can stand."

I hope when you read this it will somehow give you strength that you might need in some situation. Just know that the Lord is in control and we don't often know why things happen.

In Christian love

J B West



## To Be Remembered In Our Prayers:

- Ken and Anita Hale
- Sandy Oldenkamp
- Dick McRae and Family
- Nancy Hunter and Family

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:

Gates hose 21912. This hose has multiple bends and might help you find a section that will work for you. I used it on a 55 Chevy V8 with stock style intake. Used a 6 cylinder radiator moved to V8 position.

Dick McRae

## Classifieds:

## Sponsors:

Sponsors for the 2013 Cruise Season are:

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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:**

## **Club Trivia:**

## **Club Photos:**



**J B West visited with the Wounded Warriors in Keller**

## September Cruise

We have no pictures for the September cruise. We didn't have a photographer at the show.

