

Counts Car Show



One smooth 1958 Chevy Bel Air



Very nice 1964 Chevy Fleetside



Top Studebaker, '38 President



What a view of the arena from upstairs



The Potter family preformed on Saturday



Nice '51 Stude land Cruiser



Dave Hill's dad bought this '58 Olds new Very clean "59 Impala



A & A's neat custom rod



Stu Tritt's '48 Crosley PU



Top Mustang & Ford

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One LOW rider



Nice Nova

14th. Counts Car Show

TOP WINNERS



Legacy Award - Robert Aberle 1936 International C-1 pickup
Best Jr. Drag - Charlee Schemacher 2008 Visions
Best Bike - Jack Pahl 1984 Yamaha FJ1100
Best Rat Rod - Ryan Sieveke 1930 Ford Model A pickup
Best Unfinished - Clarke Mack 1960 Chevy Bel-Air
Best Muscle - Al & Donna Crown 1969 Chevy Camaro
Best Restored / Original - Joe Floyd 1936 Ford pickup
Best Studebaker - Steve & Pat Brown 1937 Studebaker President coupe
Best Mustang - Nicholas Fraser 1967 Ford Mustang
Best Corvette - Don Heidt 1960 Chevy Corvette
Best Tri-Five - Dwight & Sandy Fisher 1956 Chevy 210
Best Rod - Gene Hoyt 1932 Ford Roadster
Best Competition - Steve Thorson 1961 Chevy Bubbletop
Best Custom - Jay Gruba 1937 Packard coupe
Best Survivor / Driver - Bob Marvin 1965 Pontiac GTO
Best Display - Arnie Skackenko 1946 Chevy pickup
Outstanding GM - Tom Farnsworth 1969 Chevy Camaro Z28
Outstanding Ford - Nicholas Fraser 1967 Ford Mustang
Outstanding Mopar - Bob & Martha Watkins 1969 Plymouth Road Runner
Outstanding Truck - Scott & Cheryl Boyce 1964 Chevy pickup
Outstanding Tuner - Jeremiah & Alicia Lewis 2010 Hyundai Genesis coupe
Outstanding Hot Rod - Kenneth Lipp 1929 Ford Model A roadster
Outstanding Streetrod - Jerry Shagla 1947 Lincoln Continental
Outstanding Paint - Dan McGlade 1963 Chevy Impala
Outstanding Custom Paint - Ron Mies 1940 Ford pickup
Outstanding Interior - Jerry Shagla 1947 Lincoln Continental
Best of Show - Don Heidt 1960 Chevy Corvette
Pro Class - Dave Liesinger 1971 Chevy Camaro





Vendors and Club Displays



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*A & A
Restoration*



All City Customz

Hot Rod Institute



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**Dakotas Chapter Studebaker
Drivers Club**

Black Hills Camaro Club



Hogs & Hot Rods Poker Run



COUNTS JOIN MILITIAMEN IN FIRST ANNUAL HOGS AND HOT RODS POKER RUN

The Militiamen Veterans Motorcycle Club has adopted the Cystic Fibrosis Research Foundation as their annual charity poker run! Which is way cool because they are also kind of adopting what Count's Tom Goergen had done as a small Count's Cruise! And, they're turning it into a full blown biker poker run with a twist.....hot rods!

Tom's two grand daughters and Chris Schmid's grandson were born with the life threatening disease, Cystic Fibrosis. Tom and "New Rod of the Year-Chris" have been taking their hot rods to the annual "Great Strides" walk for CF each year. There's even been mini poker run cruises at the annual Old Story Book Island event (see photos). So, when the Militiamen's own Diesel asked Tom to join them on the run, it was a no brainer.

This year The Counts join the Militiamen in the first annual "Hogs and Hot Rods Poker Run" on May 18th. "We'll meet at our clubhouse at 8:30 a.m. and cruise over to Pete Lien Field (on Canyon Lake Road) at 8:50, Tom said. There will be a \$100 first prize, \$50 second, and other "door" prizes. There will be stops at Keystone, Hill City, and Hwy 385 Sugar Shack; and food and fun at The Old Story Book Island Picnic Shelter finish line. There's a \$25 entry fee for the driver, and \$10 for passengers if they want a hand. Proceeds go to CF. Point of contact is Tom at 415-7441.



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55 YEARS & "COUNT"ING



55 YEARS AND "COUNT"ING

1957

Some call it old while others refer to it as tradition. Whatever side you are on, Counts of the Cobblestone Car Club has been around for 55 years. Ask any car enthusiast in the Black Hills if they are familiar with the club and most will say yes. Even as you travel across the state, the recognition of this venerable car club is impressive. Their mid-winter Counts Car Show is a big reason for their recognition.

In 1957, several young men decided to form a new hot rod / custom car club in Rapid City. After a few meetings, the group decided on the club's name and South Dakota's oldest continuous car club had it's start. Over the years, the club has seen members come and go. One member that has been around since the beginning is Jim Neuzil. "I think a major reason for our club to last 55 years is weekly meetings," says Neuzil. "We have met every Tuesday for the past 55 years. With a meeting every Tuesday, you never have to think about when a meeting is."

"A lot of clubs had similar names when we started the club. There were a lot of cobblestone streets at the time. About half of the members liked it and the other half hated it but it has endured over the years. We have always been an open club as far as model year goes, as long as their car is NOT stock. It must be modified. We have had guys come in with a Camaro or Corvette and then they start hanging around with guys that have street rods and they start to turn over to the street rod side."

According to member, Joe Tennyson, "We didn't have anything else to do. That's basically why we started the club. We enjoyed working on cars and helping people. I remember at one of the first meetings, we cut coils on all the cars and had a line-up that was about a block long."



February 2013 Issue does 8 page feature story on the Counts and their 55th. Reunion party

It was a milestone in many ways, 55 years of continuous active membership, 55 years of weekly meetings and seeing so many old members at the Reunion.

Our guest speaker was Steve Michels, the publisher of Motor Market magazine and he did us great by doing a fantastic story on the history of the Counts with the help of yours truly. This issue came out just before our Counts Car Show so it was widely distributed at the show. I am going to show you some reduced copies of the story here but you may still be able to find a FREE copy at some of the automotive and convenience and grocery stores. You also can go online and download . themotormarket.com click on magazine. After March 14th. contact Jim to get a copy!

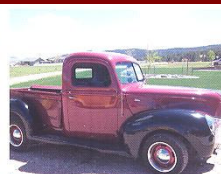
Back then safety wasn't a factor. "In the mid-sixties, most of the cars were orange and I thought that was a pre-requisite for joining the club," adds Kurt Designer. "Orange must have been the trend at the time. In the early years, we rented a garage where guys would meet and work on their cars. We no longer do that after we built the new clubhouse because of the insurance factor. In the old days, you didn't worry about the insurance, until one rod run about 20 years ago, when we had an accident. One guy left some space in between the parade of cars and a stray car pulled in to the run. During a run you have to pay attention to the guy in front of you and this guy didn't do that and they crashed. It ended up an insurance mess. That was the last time we had an event without insurance. Now a lot of car clubs are insured. We have a policy that covers the clubhouse and all of our activities. There have been other accidents over the years but the first one made us aware of the need for insurance." Jim adds, "I remember one rod run when we were going down Hwy 16 and the tourists were gassing at our cars and one of the tourist had to hit the brakes. He was carrying a boat on the roof and it was launched into the next car. No one was hurt so we thought it was hilarious."

There are numerous Black Hills Rod Runs, 44 so far, but the attendance has declined over the years, as there are a lot of competing events. Today many of the events are one-day runs and they are more family oriented. In the early years, beer was a big factor in their rod runs. It got a little out of hand and they had to stop it. The club president at the time said this is not good for the club. Luckily nobody ever got hurt.

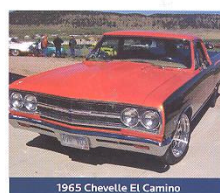
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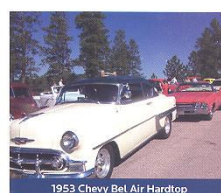
1934 Plymouth Coupe
Owned by Joe Cernelli



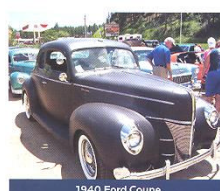
1941 Ford Pickup
Owned by Merle McCoy



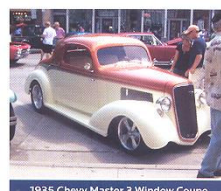
1965 Chevrolet El Camino
Owned by Bob Myers



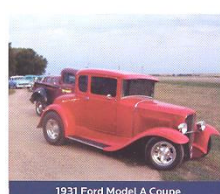
1953 Chevy Bel Air Hardtop
Owned by Fred Herr



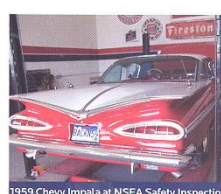
1940 Ford Coupe
Owned by Chris Schmidt



1935 Chevy Master 3 Window Coupe
Owned by Dwayne & Carry McLaughlin

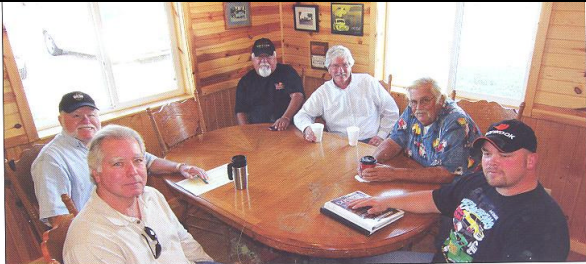


1931 Ford Model A Coupe
Owned by Skip Abell



1959 Chevy Impala at NSEA Safety Inspection
Owned by Bob Rohrbach

The MotorMarket magazine article on the COUNTS continued



Left to right around the table: Duane Wamsley, former member 70's & 80's, Jim Neuzil, original charter & current member, Dave Hill, former member 70's & 80's, Joe Tesnapson, former member late 50's & 60's, Kurt Desinger current member since 1987, Chad Raterman, current member & president

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"When you look around at a meeting, it may look like a commercial for Viagra," says Kurt. "Our average age of our club members is over 50. When we all started, we were teenagers. It is hard to get young people in the club because you have to have a car or have a project you are working on. We need to get more young people involved. The youngest member is JR Harvey, who is 30 years old. We have an honorary kids membership for young people, who do not meet the requirements of membership but want to be involved in the club. Economics is a big deal for young people. In the old days you could buy a car for \$50. Today, it's a little more expensive."

There are other car clubs in the Black Hills but the Counts is the oldest. In fact, they are as old as the Oakland Roadster Club, a well-known club in California. The Counts has people from all walks of life in the club. Some are in the car business, while others are business owners, some are mechanics, and others are professional people.

"We were always drawing pictures of cars in high school," according to Jim. "Being a car guy has to start some time. Not everybody's dad was a car guy. When I got into cars, we started on our bikes looking at cars. My dad didn't want me in the garage making a mess. It was the guys that we hung out with that got us started in cars. Rock 'n' roll and hot rods was our life. It was the days of cruising. Today we don't cruise like they used to. In the days, Rapid City had its own loop-Mount Rushmore Road and 8th Street. The 3&L Drive Inn was on West Main (across from the Guard Camp) and was a popular place in the late 50's. We also made sure we got along with the highway patrol. They would even clock our speed in our cars. There was a road out by the truck stop where we could really ramp up our speed. 120 MPH is not bad when you are driving, but when you are riding it is scary!"

"When I first joined, going through a case of beer on a Tuesday night

was no big deal," says Joe with a smile. "The treasurer always had to get the beer before we started the meetings. Today it is more coffee and diet coke than beer."

A highlight event was the Greaser Dance, which was a 50's style dance. They rented a bar and struck a deal where they got all the beer they could drink but the bar got the booze sales. The band D. D. and the Pharos played a lot at those dances. Joe's aunt owned the Robbinsdale Lounge at the time and we held events there. The dances were very popular. They would even have guys that came up from Scottsbluff, Nebraska.

One member that stands out as a character is Carl Satterlee, a former member. Duane remembers, "Whenever there was a function with food, Carl was there. He would look at your plate if you were not finished and say 'got any plans for that?' He loved buffets too! He had a great collection of cars and cycles. He never seemed to have any money, but whenever somebody had to sell a car, they would go to Carl. Carl would always low-ball the price but they would still sell it to him. When he passed away five years ago, he had about 30 cars. His dad owned a Triumph and BSA motorcycle dealership. Carl and his brother split up the collection of motorcycles; his dad had when he passed away. He had the largest collection of Triumph and BSA motorcycles ever at the time. Some of them were still in the crate. There was a 40's Indian motorcycle sitting out in back of the shop for so long that a tree was growing up through it. He chopped the tree down and later sold the cycle to Tommy 'Smother's' comedian."

Continued on page 10



1940 Studebaker Commander

Owned by Jim and Ann Neuzil



1957 Chevy at NSRA Safety Inspection

Owned by John and Rose Staufferhor



1935 Plymouth

Owned by Steve and Deb Kroger



1936 Chevy Custom

Owned by Kurt Desinger



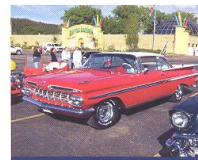
1950 Chevy Custom

Owned by Scott Kroger



1958 Chevy Pickup

Owned by Mark Denison



1959 Chevy Impala

Owned by Bob Rohrbach



1934 Ford Roadster

Owned by Dave and Diane Hill

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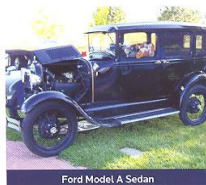
had the awards event that afternoon. It was truly a group effort as everyone pitched in to complete the project.

The Show

The Counts Car Show, held every year in February at the Rapid City Civic Center, is a great mid-winter break for motor enthusiasts from the area. "The fact that the people know that some of the money they are spending on a car show is going to charity, really helps the success of the show," according to club president Chad Raterman. "We try to stay with local charities and most of the charities we donate to affect members of the club. We do try to change them up every year but the KOTA Care and Share Food Drive is one we donate to every year. KOTA helps us out with advertising in return for our donation. We also donate to the police cadets and they provide security for us at our car show. Carly Jo Elingson is a junior drag racer (She has now moved up a class) from the area and we have donated to her over the years. It is a family affair following her as a junior woman driver, which is kind of unique. We have donated over \$70,000 over the years. We are looking to hit that magic number of \$100,000 soon."

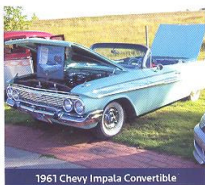
The Counts took over the car show 13 years ago according to Neuzil. "That was the best thing that happened to the club. Now the money we take in pays the club's bills and allows us to donate to the charities." The car show committee is trying new things every year to keep the event fresh. This year they have added the Pro Builders Class. This showcases a builder's best work. "We have sent out hundreds of invitations to as far as Utah, Texas and Tennessee," according to Chad. "They are competing for a \$5,000 top prize."

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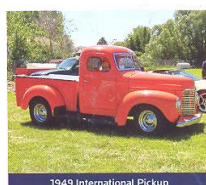
1961 Ford Model A Sedan

Owned by Frank Kiebbe



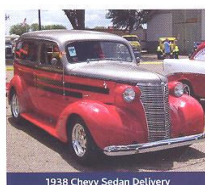
1961 Chevy Impala Convertible

Owned by Morry Thurman



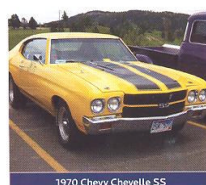
1949 International Pickup

Owned by Dan and Doris Duncan



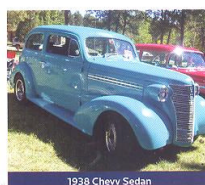
1938 Chevy Sedan Delivery

Formerly Owned by Jim Neuzil



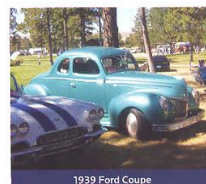
1970 Chevy Chevelle SS

Owned by Casey Barrett



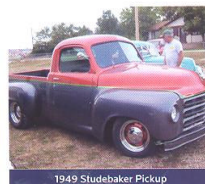
1938 Chevy Sedan

Owned by Gary and Carol Kneut



1939 Ford Coupe

Owned by Ken Yates



1949 Studebaker Pickup

Owned by Steve and Deb Kroger



55th anniversary celebration featuring the Potter family

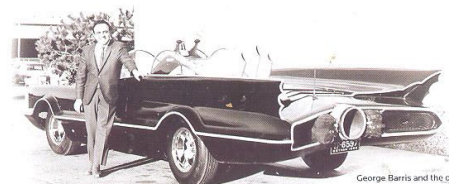
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Dave adds, "What I miss most is the friendship of the club. We used to meet in guys' garages before we had the clubhouse. We had fewer than 20 members at the time and none of us ever missed a meeting. Once we got a clubhouse, we quit going to each other's garages to fix things and this started to change things. We were all friends and we would help each other. We still had fun but we missed the close friendship and helping each other fix their car. Today, we don't even know where everybody lives. The club is still about friendship but today we only drive our cars to a 'show and shine'. Back in the old days, we drove them everywhere. We used to have a uniform of a blue polo shirt with a Counts logo and white jeans. When you were at a show everybody knew who you were because of the uniform. Garage tours are still done but in the old days, you would work on a guy's car. Today, it is about looking at the cars. I liked helping work on them." Street rods today dominate the club. There is one rat rod member, however. The members agree that the rat rods today get together to work on each other's cars like they used to.

Duane Wamsley recalls a night when Chip Foose was in Sanford's Restaurant. "One weekend, while he was in town visiting the Legends motorcycle people, I recognized him. I just watched his TV show Overhaulin'. I went over to his table and we started talking cars and had a few beers. I asked for his autograph and handed him a Sanford's napkin. He actually drew a 3/4 shot of a '32 coupe like the one I'm building, for me. He drew it so fast it was amazing. He put his phone number on the bottom and said give me a call sometime. That was pretty neat."

New Clubhouse

The new clubhouse was completed in 2010. The construction would have never happened if not for the generous donations of time and materials from numerous businesses and the members. The businesses appreciate the fact that the club donates a lot of the money they raise to local charities. Club members did all labor. They started the week after the Rod Run in July 2010 and they had their first event in October that year. They laid the floor in the morning and



George Barris and the original Batmobile

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The Streetin' News

Winter 2013



EDITION

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Counts of the Cobblestone Car Club

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SDSRA Club Rep—Garry McLaughlin

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Club House Maintenance as noted at club house by season

*Coverage inside of the
Counts 14th. Annual Car Show*



