



This year, the Counts had the special honor of driving 10 Vets in the Veterans Day parade, November 11. The activities director at The Village @ Skyline Pines approached Vice-President Dave Hintz about the possibility of the Counts driving some of their resident veterans in the parade. The village had 10 spots. Could we come up with 10 cars in November? We had over 10 volunteers willing to give these heroes the recognition they deserve. The vets were from WW2, Korea & Vietnam along with staff that were military members as well. Spouses rode along. Comments along the parade route that “people still care?” were heard. Heather Bunkers, the activity director, said that it was one of the biggest thrills for their residents. It was truly an honor to chauffeur these gentlemen in the parade, and both the Counts and Skyline Pines hope we can do this again in the future.



Lining up for the parade. Here we have Bob Mallow's '55 Chevy (right) and Tom Goergen's 41 Chevey (left)



Denny's Volmer's '65 Chevelle in line, with Vern Green's '69 Charger right behind.

MORE VETERANS DAY PARADE



Floyd Opp and his '70 Challenger along with Veteran Orville Delker.



Here come the Counts



Club President Mark Zallar's '72 Scout and Korean War Veteran Bill Gabbert



Fred Herr's '70 Chevelle and Vietnam Vet Cal Anderson



Steve Kruger with his '49 Studebaker truck. Along with Steve is WW2 veteran Lyle Donner.

VETERANS DAY



Jim Neuzil's Studebaker along with WW2 Veteran Jerry Shoener.



Tom Goergen's '41 Chevy and Vietnam Vet Dan Arguello

After the parade, the Counts were invited to participate in a Veterans Day luncheon with the Vets and their family up at Skyline Pines. The food was great, we got to listen to the stories the vets were willing to share, and we were told how some of the cars took them back down memory lane. All in all, it was a fantastic day for everybody involved.

To the Veterans of our Armed Forces



Thank You for Your Service



2018 Counts Christmas Party

On Sunday, December 16th we held our annual Christmas party. There was lots of food, lots of laughs, and as always, where is the wreath?



Folks are taking their spots, and eyeing the gifts they want to pick out, but where oh where is that wreath?



All the gifts were lined up on the table with care



Kitchen looks under control. Denny is wondering where that wreath might be.



2018 Counts Christmas Party



Garry and the lovely Mrs. Claus discuss the rules for on opening gifts or...stealing gifts.



It appears that Bob is already in trouble with Mrs. Claus



One of the grandkids in attendance getting some help.



Oh man I hope this isn't the wreath!



Jim finally getting his turn at the table.

By the end of the day, all had a good time, laughs were plenty, and we enjoyed each other's company. Frank Webb's company. Frank Webb's wife Gerry ended up with the wreath this year.



December Garage Tour

On December 4th, 2018 we visited Doug Hewitt's garage down in Hermosa. Many folks refer to this guy as a "mad genius" for some of the things he cranks out of his garage. Doug's mind is always going, always looking for the next project. He has some pretty cool stuff in his garage.



Doug was having issues with the distributor cross-arching on this Jag V-12 motor, which sat in the valley of the motor. He configured 2 6-cyl distributors on the end of the camshafts to solve the issue.



Most folks know Doug by his home-built wooden car. It also has a Jaguar V-12 motor in it. He also built the hi-wheel bicycle that rides with it. He said nobody yet has the cahoonies to ride the bike.



This is your's truly talking to Doug about his Pontic Fiero with the turbo charged Olds 403 motor. Doug says he has a problem with fuel mileage.

Art and Gary discuss the pros and cons of EFI vs. a carburetor.





December Garage Tour



The hi-wheeled bicycle that nobody has yet to tame.



Doug's International truck with the "pig" fiberglass topper.



Frank and Bob listen to Doug discuss the in and outs of one of his pieces of machinery.



Remember When

During the car show, Ron Coats stopped by the raffle table. He is Chuck "Charlie Brown" Johnson's brother, and he presented the club with a packet full of historical treasure about the club. It included pictures, an old newsletter and newspaper clipping, and a magazine article about the truck "Charlie Brown". Some are scanned below for your enjoyment. Many thanks are due to Ron for passing these onto the club! A renewed search has begun for "Charlie Brown. Keep an eye here for more information. We will find that long lost truck that meant so much to the club.



Ron Coats and his mom. Listening to some of the longtime members talk, I think this is the early stages of the truck "Charlie Brown" even though it is listed as a 1934 on the sign. I believe it was later re-titled as a 1932 later on in a rebuild. Really digging on the throw-back Counts jacket!

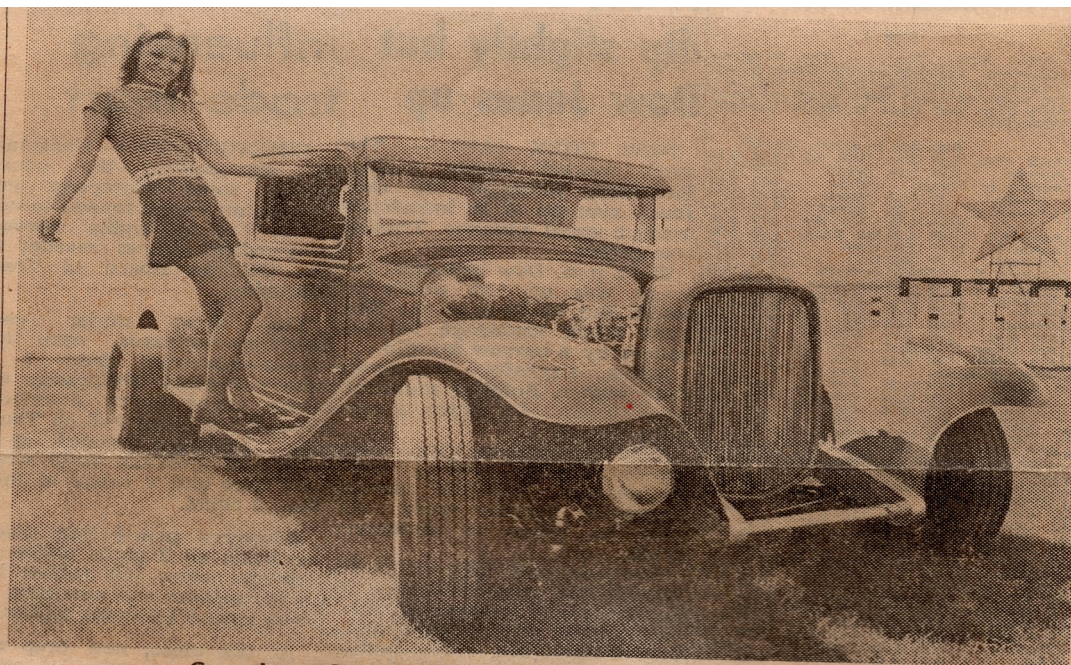
Remember When



Editors note—Ron told me that this is the house where the Counts of the Cobblestone Car Club idea was thought up. The garage in the background is the same garage in the picture below.



Ron and his 1948 Ford Deluxe Coupe. The garage above the roof line of the car is the same garage seen in the upper left of the picture above.



Car show Queen Debbie Steilow and other attraction
Ford pickup on display this weekend (Journal photo)

At auditorium this weekend

1932 pickup featured at Rod and Custom Show

A 1932 Ford pickup will be the featured attraction at the 10th annual Rod and Custom Car Show Saturday and Sunday at the city auditorium.

Sponsored by the Counts of the Cobblestone Car Club of Rapid City, doors to the show will be open from Saturday noon to midnight, and Sunday noon to 9 p.m. Trophy presentations will be Sunday at 7 p.m. Admission is \$1.25 for adults and 75 cents for children. A special family rate of \$3 will be in effect 1-6 p.m. Saturday.

The Ford pickup has been a project of the Counts for several years. The original pickup was donated to the club by the mother of the late club president, Chuck "Charlie Brown" Johnson, after his 1962 death.

The pickup is named "Charlie Brown" after its first owner. Since 1962 it has been modified extensively, with its ultimate goal realized this year when it was chosen as the show's featured car.

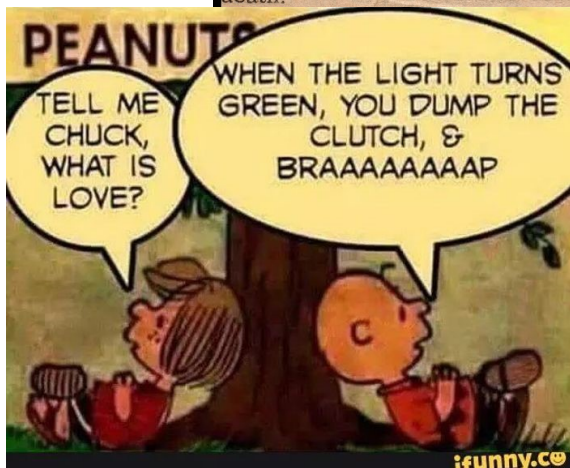
Some of the truck's features include a chopped top and channeled body, recessed chrome firewall and chromed undercarriage components, a custom exterior, special wheels and tires, fiber-glass fenders, coil springs and handmade walnut box. A Chevrolet V-8 powers the truck, which is painted a bright red color over metal-flake, with stained glass inserts on the fenders.

For the previous two weekends "Charlie Brown" has been shown in the Denver Tri-State Auto Show and in the Colorado Springs Stocker's Show. It received second and first places, respectively, in its class. The Denver show had 245 entries.

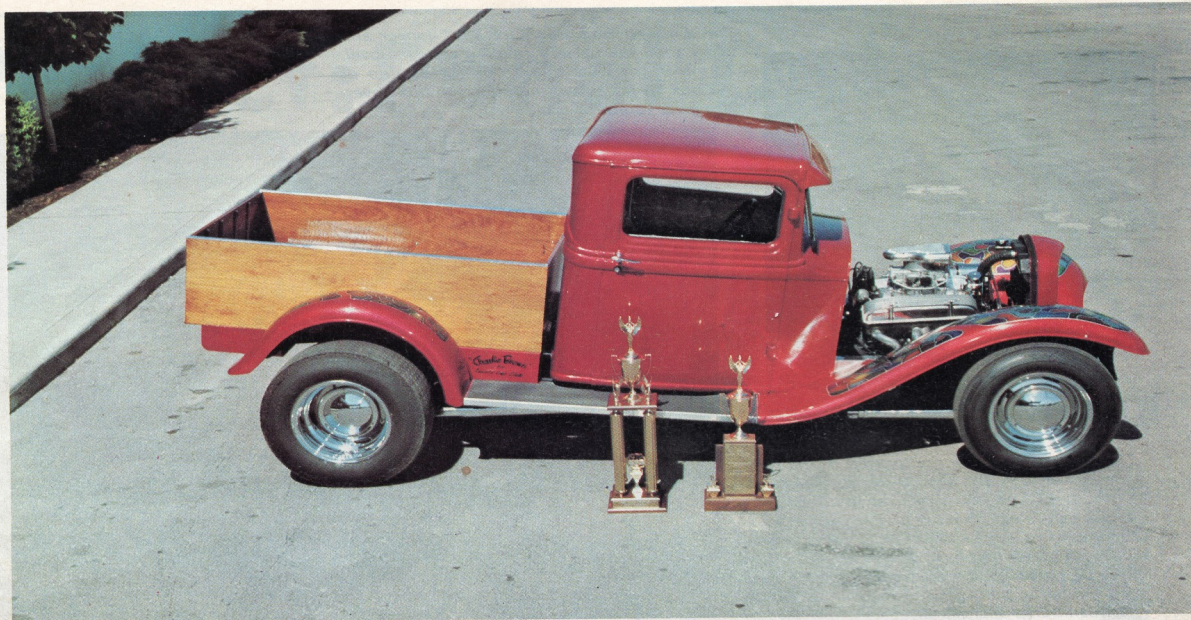
Also featured in the show will be the Model T Ford driven by "Jethro Clampett" in the television series "Beverly Hillbilies."

Debbie Steilow, 18, a National College of Business (NCB) student from Big Stone City, was chosen the club's queen for the show. A runner-up in the recent Miss NCB Pageant, Debbie will present the trophies and cash prizes Sunday evening at the show.

Those desiring more information about the show may contact Jim Neuzil, 3314 Wisconsin



Remember When



Under those glass front fenders is a set of long, flowing headers and much attention to detail. \$2,500 investment by the club has resulted in a number of trophies and awards for a job well done.

Although any year car would fill the bill, the clubs decision to build the ever popular Deuce in memory of an old friend seems very appropriate. The body was channeled the width of the frame and four-inches was chopped from top before "Tricky Dick" Neuzil sprayed the candy red over silver metallflake paint.

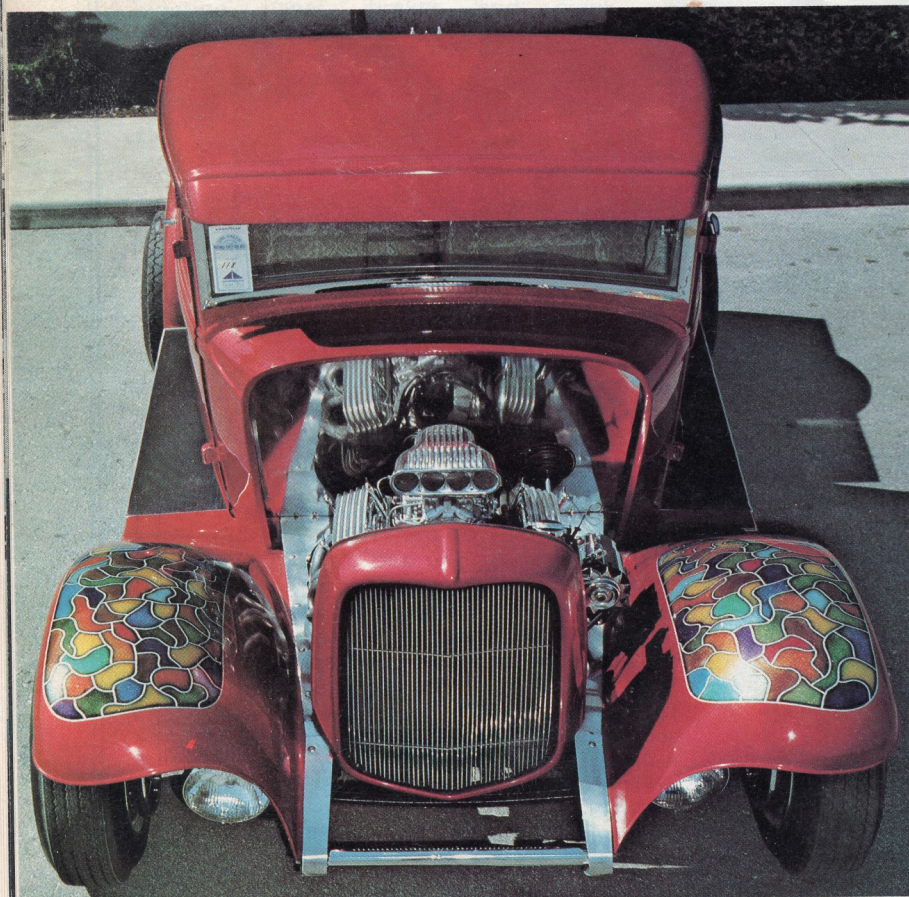
Here's to you, CHARLIE BROWN

by Bud Lowery

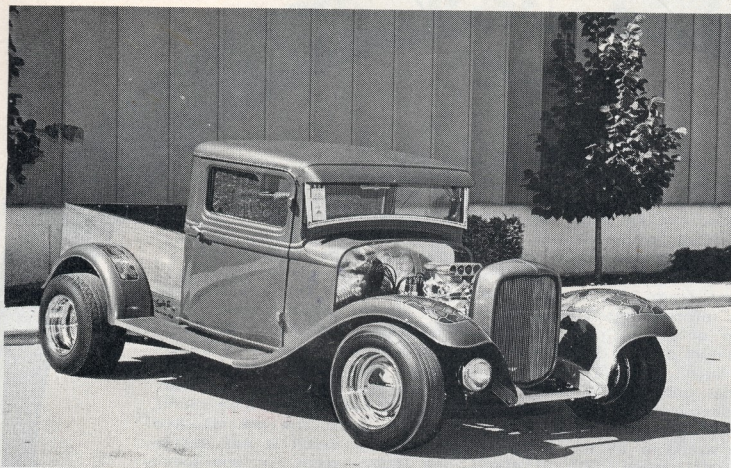
The Counts Of The Cobblestone, a small but progressive car club from Rapid City, South Dakota, believes that a club that builds together is a club that stays together. Then too, when the building project is in memory of an old friend, there is more determination and comradeship involved than ever before. Their latest project, a nifty little Deuce pickup, is a case in point.

Originally, the truck was owned by Chuck "Charlie Brown" Johnson who, at the time of his death in 1962, was the club president. Shortly afterwards, Johnson's mother donated the truck to the club and the decision to build a remembrance to their friend was

STREET ROD

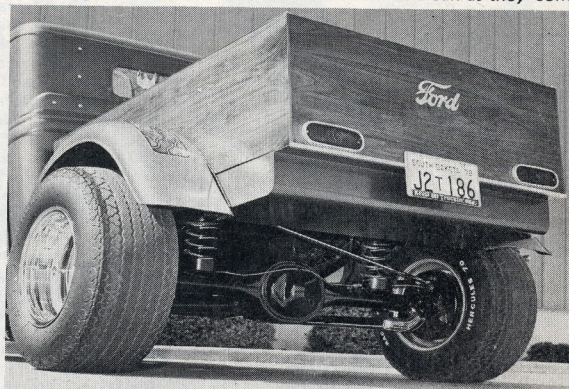


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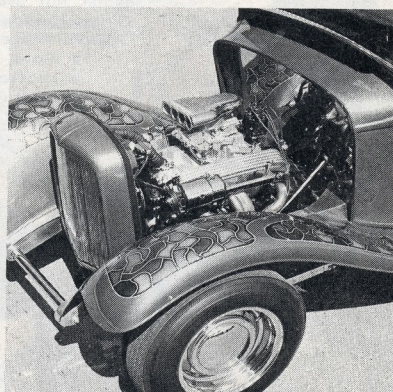
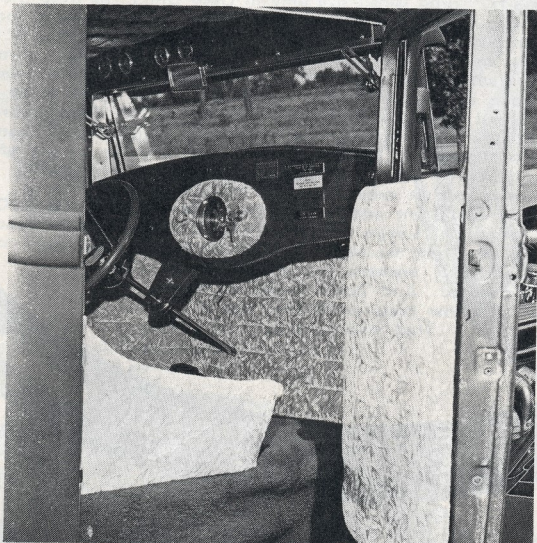


The front suspension is a four-inch dropped axle mounting 1948 Ford spindles and backing plates. Small sealed beams are bolted to homemade brackets.

The rearend is a combination of a 3:55 geared Chevy third-member and 1963 Corvair coils. All mounting brackets and radius rods are from PSI. Tempest taillights mount to the homemade walnut bed. Underside of truck is as clean as they come.



The interior is a combination of crushed velvet and nylon. Notice gauges located in panel above the windshield. Steering gear is a modified Corvair unit.



283 Chevrolet block has been punched out to 292 cubic inches but otherwise it's all stock. A Corvette 098 Duntov cam and a Holley carb atop the hi-rise add a few horses. Front and rear fenders are 'glass units.

quick and unanimous.

After several false starts — like building the truck into a drag machine — the club decided to change courses and create something that would be equally at home on the show circuit or cruising down the highway. Proof of their success in this endeavor requires but a glance at the truck. The Counts estimate that they have invested \$2,500 and thousands of man-hours in the truck, with each club member doing his share. They could have spent the same amount for a marble monument, but, somehow, the truck seems more fitting.



During the winter of 1970-71, the truck was completely rebuilt by the club. All holes in the frame were filled and new crossmembers were installed. Also, sheet metal was cut to fit and bolted into place on the frame to give a "boxed" appearance; and all brake and gas lines were located within, out of sight.

